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'74 sunroof Beetle

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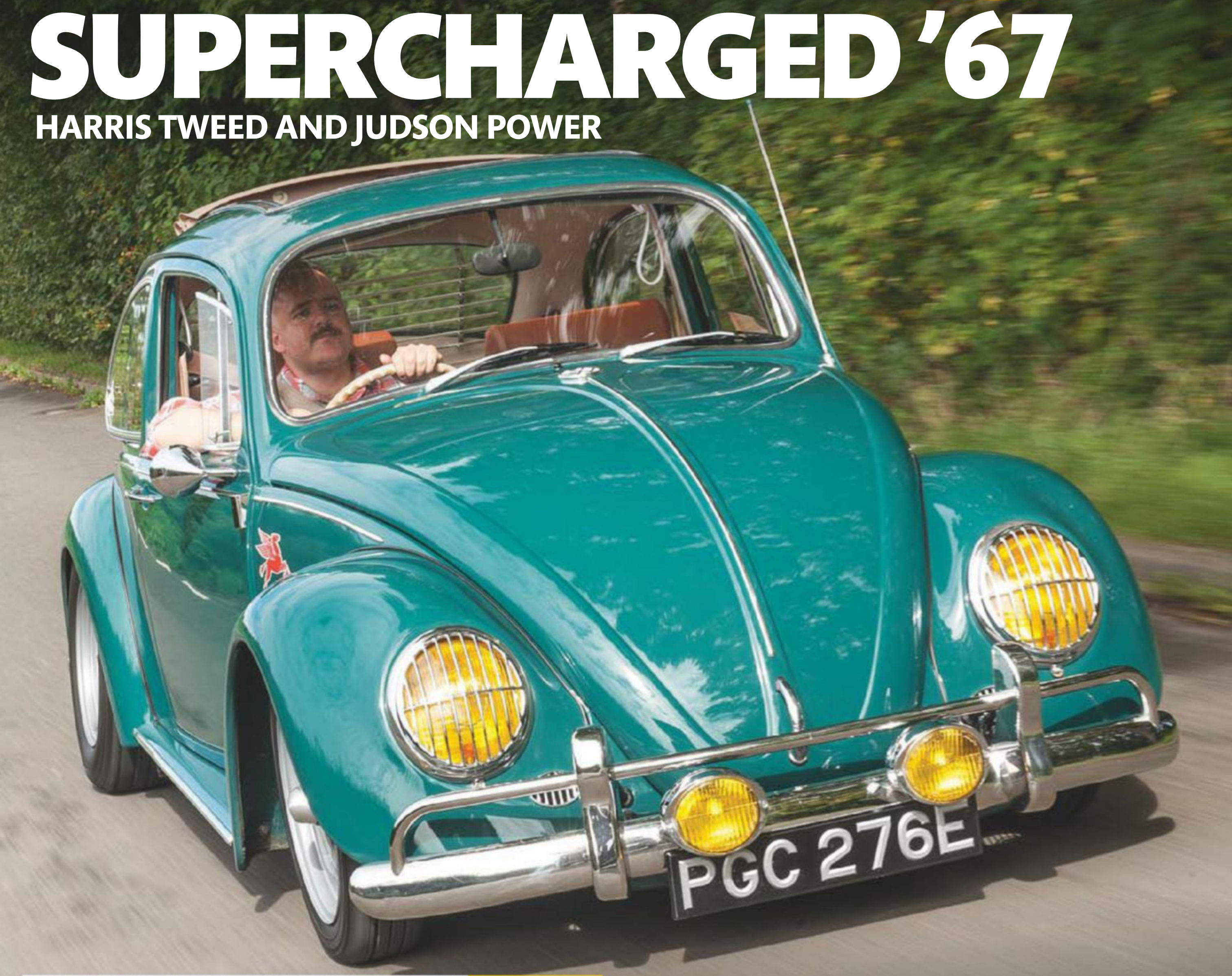

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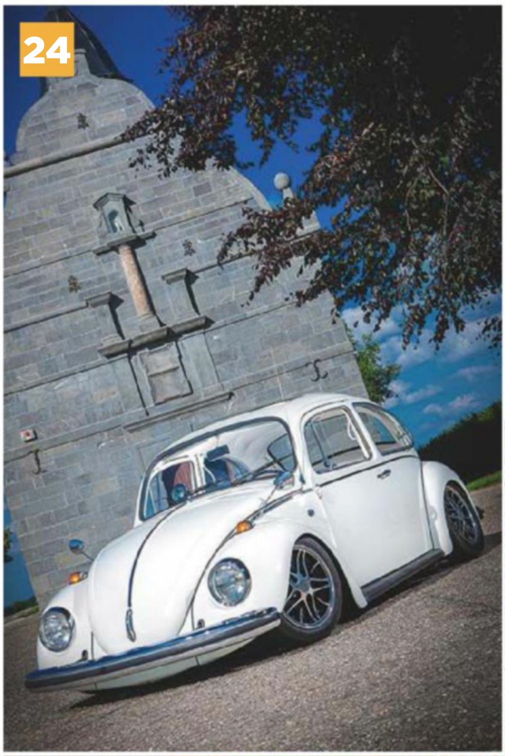

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PRACTICAL
VolksWorld

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NEWS

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WELCOME TO THE MAG

It would be true to say you really can't get away with anything in the *VolksWorld* office. For example, calling my latest Beetle a '59 is always immediately countered with a withering, "You mean your '60?" because we apparently go on model, not build year. Not my rule, but the rule of the land here. To argue otherwise is pointless.

Accessories are another hot potato around this neck of the woods. Both Steve and Mike are of the opinion that less is more and that you remove items from cars, not bolt on ones it doesn't need.

Meh, says I. Personally, I've always liked oddball trinkets from back in the day, but that's because I've always liked a bit of bling. Robri boot scraper for your running board, sir? A bit of car tinsel to me, a "dog shit scraper" to Mike. Albert mirrors for an early big window (*my* early big window!) get a big thumbs up from me, but suggest them to Steve and he looks like he's just licked piss from a nettle.

But you know what? That's what makes *VolksWorld* the mag it is. If we all liked the same thing, the magazine would be full of the same stuff, month in month out. No one person can like everything, so the trick is to have a well-rounded team that cover all bases. I think we do that pretty well here.

My lovely wife always called me / us a bunch of car snobs and she was right, because that's a good thing. If you're not passionate about something then you might as well not do it. It's our jobs to be passionate about these cars, but what makes it work is that we're all passionate about different things, but come together as a team to strike the right balance. There's no I in team, but there are always going to be trinkets on my VW. I've got a flagpole and I'm not ashamed to use it. ■

James Peene
Group editor

Funkin Skunks
Insurance for people who love Camper Vans

We loved the Funkin Skunks so much at the *Camper&Bus* Show that we've asked them to do it all again at Sandown Park

Entertainment at the VolksWorld Show

After a highly entertaining set at last year's *Camper&Bus* show we're pleased to welcome the Funkin Skunks to the *VolksWorld* show. This classic funk/pink/SKA/reggae covers band are great fun and are guaranteed to get the party moving on the red brick area. They're joined by show favourites Vision Tech Beats, playing a fusion of live drums, percussion, guitar and scratch DJ.

On Sunday we go all vintage with smooth swing music from The Hotsie Totsies, an all female trio who are sure to entertain whilst you recover from the ravages of the night before. Sit down, have tea and cake or bring your dancing shoes as we might be able to get our very own assistant show manager Amy to show you a few moves in true come dancing fashion.

Music on the grandstand apron is bought to you from by the Rothink boys and we'll have another special band to announce that will be finalized by the time you read these words. Visit the web site to find out who they are and full time table of events.

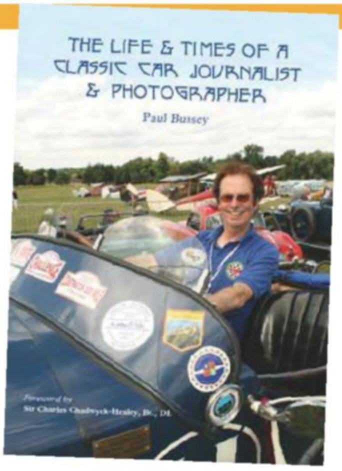
News just in: Poly's Parlor will be handing out free ice cream to anybody that takes out a subscription to *VolksWorld*, *VWt* or *Camper&Bus* magazine or buys a ticket to our sister event, The *Camper&Bus* Show over the weekend.

Subscribe, nab a free ice cream and then have it large to the sound of Vision Tech Beats

Polly's Vintage Ice Cream Parlour
Award Winning ICE CREAM
Vanilla
Chocolate
Honeycomb
Mint Choc Chip
Raspberry Ripple
Meguiar's

Read all about it

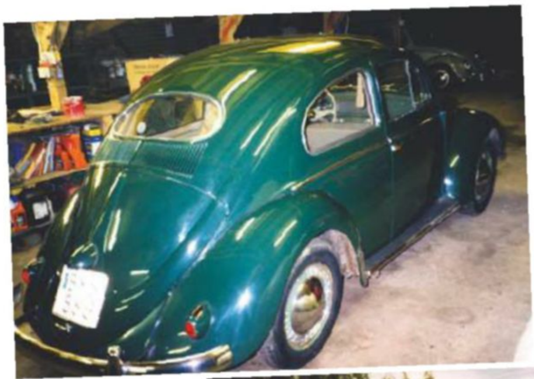
If you're a fan of our readers' rides section this could be right up your street. The chap mostly responsible for them, Paul Bussey has taken it upon himself to publish his own book. The snappily titled 'The life and times of a classic car journalist and photographer' is a 155 Bussey-eyed view on the world of car shows, motorsport, meeting collectors, enthusiasts and personalities. Plus tales of a lifetime of driving different cars and trucks, from Volkswagens to bubble cars. You can get your copy for £26 plus £7 for post and packaging from Paul's website at www.pnbussey.com



THE LIFE & TIMES OF A CLASSIC CAR JOURNALIST & PHOTOGRAPHER

Paul Bussey

The man with the dictaphone at all the VW shows, now you can read about the man, the myth that is Paul Bussey and all in his own words, too



We never registered this one, but we did lower it and fit some 5.5J steels to the rear, just for the hell of it. Where are you now?

This was my personal favourite, and not just because of the exterior colour. The floorpan on this one was like a new car

Look closely and you'll see four Ovals in this shot, plus the fabled Fastback. The '52 Split wasn't ours, we were just storing it. In the hands of Luke Theochari, it later underwent a Carrera Panamerica-style makeover

Spoilt for choice

Mike remembers how easy it once was to buy good vintage Volkswagens

Dateline: February 12 2001. 13:42. Email to Steve Gosling, subject: shake your money maker.

In it, I outlined ongoing negotiations between myself and Jonas Uhland in Sweden to buy a number of cars. I didn't have the money to buy all of them, nor a place to store them, so Steve and I agreed to go in on the deal together, splitting any potential profit down the middle. It had become quite a complicated process as, every time I spoke to Jonas, more and more potential cars came out of the woodwork. I only had eyes for Ovals though, so the odd Split here and there didn't really get a second look. Plus the market for them was so small at the time, buying one seemed an unnecessary risk.

I had just returned from the best part of a year travelling around South America and was doing a job I disliked intensely in Laindon, Essex. My solace was Steve's garage, where my Oval was stored. But I needed to amass some funds to move the project forward, hence the master plan. The real beauty of it was Jonas, and a few of his hardy Scandinavian friends, were prepared to drive the cars we were negotiating buying to England for us, so all we had to do was transfer some money, then meet them at The *VolksWorld* Show, pay the remaining balance and wish them a safe journey home at the end of the weekend. What could possibly go wrong?

Choosing the cars we were to buy was like being kids in a giant toy store. Naturally, I wanted the Jungle Green '55, but the 'Polar Silver' '57 was cheaper. There was an Iceland Green '55 too, which looked good, and a faded Chestnut Brown '51. Each car had its merits and its downsides. The Jungle Green car was only Jungle Green on the outside, having had an exterior repaint at some time, and had a replacement door. The Polar Silver car was more like Prairie Beige and looked a bit tired, but more original. Looking back at the pictures today, the other '55 looked to have been the best car of all, but I don't recall that being the case. Then there was the Split. It was the sort of car people would sell a kidney for today, but we dismissed it. Hey, the guy wanted £3,700 for it. Delivered. For the same money, we could have a Gulf Blue '59 sunroof on Sprint Stars, genuine Lemmerz, of course. Here's what I wrote about that car in the same email: "The car is supposed to be perfect. Never welded, only an exterior repaint, rebuilt with all NOS parts and done by the guy for himself. He's only the second owner and it's an 85k car." Sounds perfect, right? But guess what, we didn't buy that either. Maybe it was simply a case of being spoilt for choice. In the end, we chose the three Ovals, and supplemented them with a white auto' Fastback with a near perfect red cloth interior that was just too cheap to turn down. In all, we spent around seven grand, which was about all the money we had in the world at the time.

> "I'll never again have four Ovals in my garage"

What do you think?

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

Good, better, best

Did we make the right decision? In retrospect, I think so. We'd spend hours sitting in the garage looking at our line up of Ovals, deliberating which was best. The Beige one was a little worse than we had hoped, the Jungle Green one a little better, but all were good cars we were happy to sell on again with impunity. Obviously, we wanted to keep them all, but that was out of the question.

The Fastback was slammed and pressed into immediate service as our show transport. It drank like George Best, had appalling brakes and blew clouds of smoke out the pipe on start up, but as that was a fairly good metaphor for my lifestyle at the time, I loved it. We cleaned up the Jungle Green car and used it for a buyers' guide in *VolksWorld*, then pulled some leaves out of the beam, added t-bars and the old 135 / 165 Michelins from my own Jungle Green Oval and sold it to a lovely fella also called Steve. He put a big motor in it and ran it in Outlaw Flat 4 competition, and we kept in touch for years. Hopefully, he still has the car. The Beige car we also lowered before it went north on a trailer, never to be heard of again, while the other green one we occasionally thought we'd bumped into, but were never completely sure. Eventually, we said farewell to the Fastback too, but it still occasionally turns up at shows, and we like to think whoever has it now is getting as much fun out of it as we did.

We made a little bit of money on all the cars – roughly enough to cover the cost of the Fastback as I recall – but above all we had an adventure. Things like discovering one of the Ovals had only one functioning wheel cylinder, with a 30-mile drive in the dark ahead of us, or that not a single one of them had the full complement of lights, so having to plan our convoy back to the garage so the one at the back had tail lights and the one at the front had headlights was all part of the excitement.

In truth, it was never really about the money, but it's fun to look back at how things were and compare them to today. The Volkswagen scene has changed immeasurably in the last 15 years and I'll never again have four Ovals in my garage, but I did once, and that still thrills me to this day. ■

What could be more appropriate in this year of *Star Wars* frenzy than a Father R2D2?

VW Heritage Santa Cruise

Sixth VW Heritage Santa Cruise raises over £750

Words and photos Andy Gregory

Christmas started on November 29 at The Children's Trust in Tadworth, Surrey when 70+ Santa Clauses driving decorated Volkswagens descended upon them.

Organised by VW Heritage, the Santa Cruise celebrated its sixth year in 2015, encouraging do-gooding Dubbers to dress up and raise some money for the charity, which specialises in the care and education of children with brain injuries.

The Christmas convoy raised over £750 this year, and caused quite a stir on the streets of Sussex and Surrey. After all, it's not every day you see Father Christmas behind the wheel of a Beach Buggy, nor for that matter five Santas in a lay-by all trying to capture it on film!

For those who like to plan ahead, next year's Santa Cruise is booked for Sunday December 4 2016. We hope to see as many as possible of you there! ■

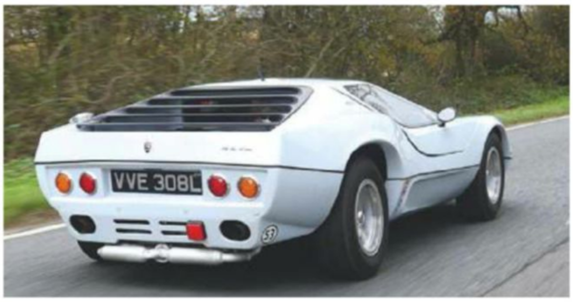
These guys have surely missed a trick in their US-spec Ghia, those towel rails are prime for some nifty tinsel twisting

All VWs are welcome on the Santa Cruise, late or early, air or water, stock or modified

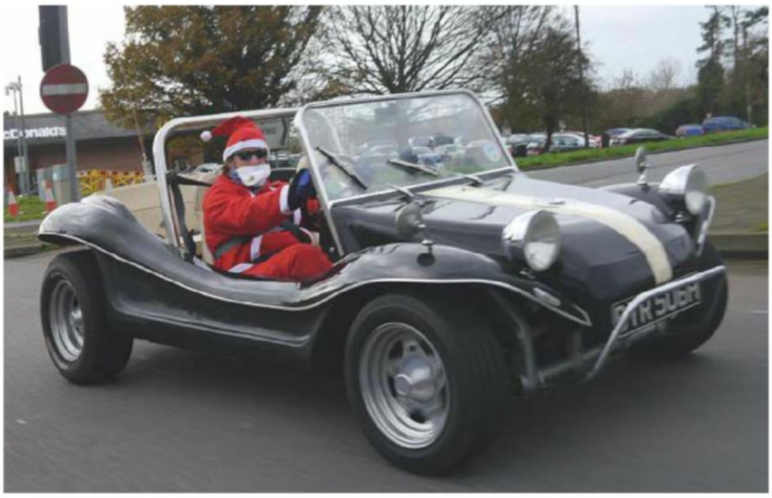
Early Bay front bumper – like a mantlepiece on wheels, perfect for Christmas decorations

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com



1970's-era Santa turned up in this super-clean, Volkswagen-based Nova kit car



VW Heritage's own Split Pick-Up. It's not fast, but it got them there

Beats a sledge and a bunch of reindeer any day, eh?

13-window Deluxe entered into the spirit of all things Christmas

Keep up at the back. Crossover Bay does its best to chase down R2D2 ahead

There looks to be a mighty pile of pressies in the back of Mr. and Mrs. Christmas' 1200 Bug

Slammed late Fasty on cookie cutters with a little festive decoration on the sun visor

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EVENTS LIST

Where to be seen in 2016

FEBRUARY

Dubfreeze
When: February 21
Where: Bingley Hall, Stafford
Web: www.dubfreeze.co.uk

MARCH

Spring Dub
When: March 6
Where: Great Yorkshire Showground
Web: www.springdub.co.uk

Dorset swapmeet
When: March 6
Where: Spetisbury, Dorset
Web: www.dorsetswapmeet.co.uk

Freddy Files
When: March 13
Where: Ninove, Belgium
Web: www.facebook.com/Freddyfiles-2016-the-happy-camper

Dub Aid 5
When: March 18-20
Where: Towcester Racecourse
Web: www.dubaid.co.uk

APRIL

The *VolksWorld* Show
When: April 2-3
Where: Sandown Park Racecourse, Esher, Surrey
Web: www.volksworld.com/volksworld-show

Bus Types
When: April 15-17
Where: Oswestry Showground
Web: www.bustypesvwshow.co.uk

Big Bang
When: April 22-24
Where: Santa Pod Raceway
Web: www.big-bang.co.uk

Run To The Sun
When: April 29 - May 01
Where: Newquay, Cornwall
Web: www.runtothesun.co.uk

MAY

Mai Käfer Treffen
When: May 1
Where: Hanover, Germany
Web: www.kaefertreffen.de

Stanford Hall
When: May 1
Where: Stanford Hall, Leicestershire
Web: www.stanfordhallvw.com

VW Expo / Stonor Park
When: June 5
Where: Stonor Park, Henley-on-Thames
Web: www.abvwc.com

Deva Dubs 'n Rods
When: June 10-12
Where: Shrewsbury Showground
Web: www.devadubshow.co.uk

Bristol Volksfest
When: June 12-19
Where: Washingpool Farm, Bristol
Web: www.bristolvolksfest.co.uk

The Bus Stop Over
When: June 17-19
Where: Newark Showground, Notts
Web: www.busstopover.co.uk

JULY

Bug Jam
When: July 22-24
Where: Santa Pod, Bedfordshire
Web: www.bugjam.com

Super VW Festival
When: July 29-31
Where: Le Mans, France
Web: www.supervwfestival.com

AUGUST

VW Whitenoise
When: August 4-7
Where: Euston Park, Suffolk
Web: www.vwwhitenoise.com

Le Bug Show
When: August 5-7
Where: Spa Francorchamps, Belgium
Web: www.vwbugshow.be

VW North West / Tatton Park
When: August 7
Where: Tatton Park, Cheshire
Web: www.vwnw.co.uk

Beach Buggin'
When: August 7
Where: Southsea common, Portsmouth
Web: www.beachbuggin.co.uk

VW Festival
When: August 12-14
Where: Harewood House, Leeds
Web: www.vwfestival.co.uk

V-Dub Island
When: August 18-22
Where: South Fairlee Farm, Isle of Wight
Web: www.v-dubisland.com

Viva Skeg Vegas
When: August 19-21
Where: Revesby, Lincolnshire
Web: www.vivaskegvegasvw.co.uk

Scandinavian Cal Look Classic
When: August 19-21
Where: Gardermoen Raceway, Norway
Web: www.sccevent.com

Cornwall VW Jamboree
When: August 26-29
Where: Stithians showground, Cornwall
Web: www.cornwallvwoc.com

SEPTEMBER

VW Action
When: September 2-4
Where: Santa Pod, Bedfordshire
Web: www.vwaction.co.uk

Busfest
When: September 9-11
Where: Malvern Showground
Web: www.busfest.org

V Dubs in the Valley
When: September 16-18
Where: Bewdley, Shropshire
Web: www.vdubsinthevalley.co.uk

Grill-n-Chill
When: September 16-18
Where: The Hop Farm, Kent
Web: www.grill-n-chill.co.uk

Dubs in the Forest
When: September 23-25
Where: Lytton Lawn Touring Park
Web: www.dubsintheforest.com

Dubs Int' Dales
When: September 23 - 25
Where: Camp Katur, North Yorks
Web: www.dubsintdales.co.uk

Oktoberfest
When: September 30 - October 2
Where: River Dart Country Park
Web: www.oktoberfestuk.com

NOVEMBER

Slough Swapmeet
When: November 6
Where: Montem Leisure Centre, Slough
Web: www.sloughswapmeet.co.uk

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From: **www.fellowsspeedshop.com**
Price: **£1,325**

Entering the already crowded aftermarket disc brake market is a brave move, but we think Fellows Speed Shop are offering something a bit clever here. It's a dual pattern (5 x 205 wide-5 VW / 5 x 130 Porsche) front disc brake conversion that fits early and late Split Bus spindles. The kit comprises billet ali hubs and caliper brackets, Porsche 944 vented discs and 4-pot Wilwood calipers for improved stopping power and an easy, bolt-on fitment for most of the popular wheels around

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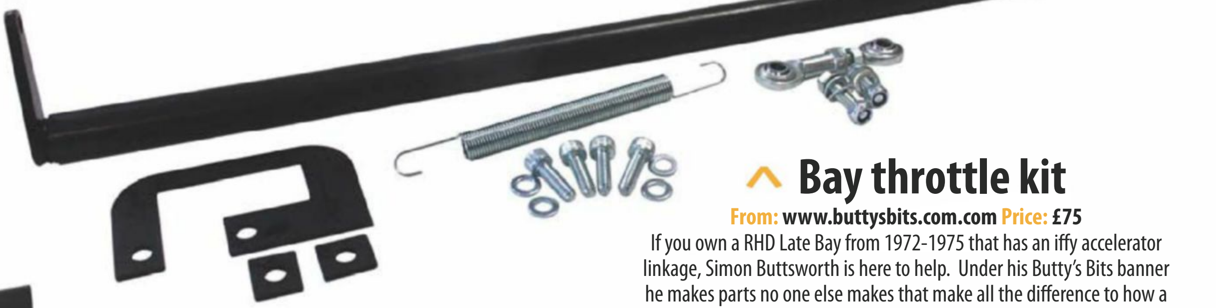
Late model irons

From: **www.vwheritage.com** **Price:** **£25.96**

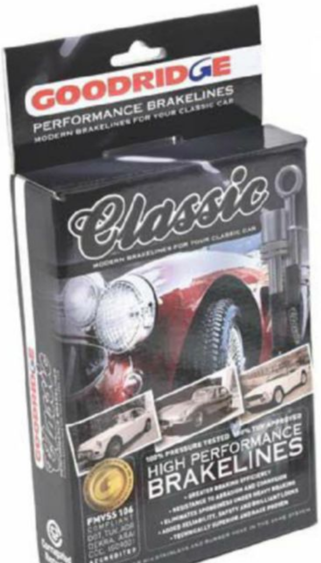
Replacement bumpers have been available for late model Beetles for years now, but not so the bumper irons they attach to. That's where VW Heritage come to the rescue. They're now producing these brackets for '68-'74 Beetles fitted with Europa bumpers (that's original 1300, 1500 and 1600 models). VW Heritage say they're top quality and work a treat with the company's range of bumpers



Bay throttle kit

From: **www.buttysbits.com.com** **Price:** **£75**

If you own a RHD Late Bay from 1972-1975 that has an iffy accelerator linkage, Simon Buttsworth is here to help. Under his Butty's Bits banner he makes parts no one else makes that make all the difference to how a Bus drives. These new throttle kits feature sealed needle roller bearings at each end to ensure smooth, trouble-free movement, a double-ended, rose-jointed pushrod, return spring and three position holes for the throttle cable to allow you to fine tune your throttle cable. Sounds like it's got everything covered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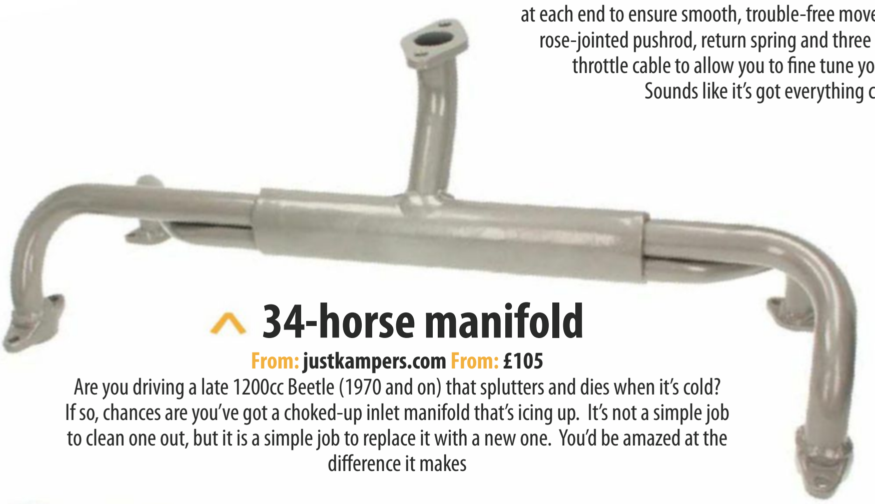

34-horse manifold

From: **justkampers.com** **From:** **£105**

Are you driving a late 1200cc Beetle (1970 and on) that splutters and dies when it's cold? If so, chances are you've got a choked-up inlet manifold that's icing up. It's not a simple job to clean one out, but it is a simple job to replace it with a new one. You'd be amazed at the difference it makes

Braided brake lines

From: **www.goodridge.com** **Cost:** **£79**

It's always a good idea to keep an eye on your brake hoses as old rubber ones have a habit of splitting or bulging over time – both dangerous and a MoT fail. So, if you have a post-'67 disc brake Beetle, these new rubber-wrapped, braided stainless steel brake lines are worth a look. Part of Goodridge's Classic line, they not only offer all the advantages of a braided hose, being black rather than shiny metal they look the part on a vintage Volkswagen, too

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Letter of the month

They say marriage is one of the most exciting things you can do in your life, but it's nothing to putting the body back on your Beetle!

A Penny saved?

James King, via email

How do James. Well, I'm gutted you've sold the Penny Pincher project. I started stripping my Beetle at the same time you started yours and just put the body back on the 'pan today, and now I'm reading the mag that dropped through the door today seeing you put yours on only to sell it! I enjoyed reading your bit in the mag about the Pincher, as I could relate to the same bits and we were at the same point in the builds. I know where you're coming from though, with a wife, two little girls and a mortgage on my shoulders, it's difficult to restore a car as well, and budget for it. I lost my way in the middle of last year but, after landing a way better (but still rotten) 'shell off evil bay locally I've found a second wind. Here's the marriage pic, and my gaffer lending a hand. Anyways, can't wait to see what you've got with the pennies from the Pincher.

PS Don't strip this one!

Hi James, it's nice to know someone was enjoying following my faltering efforts with the Pincher. It's sad that life got in the way of my project, but the car has come on in leaps and bounds with its new owner, and no doubt you will have seen what I've replaced the '66 with by now. – JP

Missing 3s and 4s

Mark Davies, via email

Hi there guys and gals of *VolksWorld*, I am just emailing in as having been a fan of both the Type 3 and 4 for some years, and currently own my second Type 3, I was wondering why there are never many at the *VolksWorld* Show?

I have been on the Type 3 and 4 forum only to find that they haven't got a display area? I realise that there are not as many compared to the Beetle or Campers, but surely if a small area could be set aside, people would be interested to see them?

I love the *VolksWorld* Show and have been many times, I'm always impressed but am always even happier when I see a Type 3 or 4.

What are you feelings on this situation? I feel quite strongly about this and am disappointed for the VW community.

Hi Mark, you answered your own question. There are a lot less Type 3s and 4s out there than Beetles and Buses, and that means we simply don't get as many entered into the show. If someone builds a Type 3 or Type 4 to show standard and enters it into the show, we'll always find room for it. We just don't get that many apply. Those that have entered in the past tend to be amazing though. In recent years we've had two belters in the form of Michael Moos' Velvet Green '64 and David Pettengel's '67, both of which duked it out for Best of Show in 2014, with David's car scooping the top honour. As far as club spots go, these are allocated on a first come, first served basis. If you're club had applied early enough for a space to display, they'd have been given one. It's that easy. – JP

How much?

Rachael Martin, via email

Hi, I am emailing as I have been given your details by a friend of mine. I am not sure if you can help. My step father has a 1955 Oval Window Beetle with all the original paperwork, and in excellent condition. I have photos, which I would be happy to email over.

He is moving to France later this year and is considering selling it. However, it would not get its true worth in Australia so he has tasked me with the job and will ship it to the UK.

I have had lots of people tell me different things, but what I need is a valuation, which is obviously difficult without seeing it, but if we could guarantee a 'rough' price that would confirm his decision to ship it here.

I am unsure of what your company does, but thought it may be a start and you could assist in putting me in the right direction. Many thanks for taking the time to read this.

Hi Rachael, first question – how did you find our details to email us, yet not know what we do?! We're a magazine and, as such, don't offer a valuation service. Nor could we guarantee any price for any vehicle. What we can tell you though is there is a vibrant VW scene in Australia and a good car will fetch a good price there. Whatever gains your step father hopes to make by selling it in the UK will be negated by the cost of shipping / import duty / registration etc. It would still be interesting to see some photographs though, and good luck with the sale. – JP

Ghia today, more tomorrow?

Thurston Badger, Fleet

Hey *VolksWorld*, I've just finished reading the last issue, and loved it. What I loved most was the feature on the red Ghia. I loved that car at last year's show and thought it was fantastic to see it made the cover. I can't remember the last time you had something other than Beetle or a Bus on the cover, so well done for doing some different.

As someone who's always loved Ghias I still can't believe how cheap they are compared to everything else you can buy. You've said it before, but I'll say it again, they're the under appreciated gem of the Volkswagen scene.

You're absolute right. Michel's Ghia was the right car for the cover, end of story. Sooner or later the world will catch on to the Ghia so buy one while you can. They're as cool as an early Porsche but a fraction of the price. – JP

You wait all year for a cool Type 3 at the *VolksWorld* Show and then two come along at once. We'd love to see more though, so get building

Cal Look? Well, that's what we used to call it in the UK. Styles evolve, so build what you like and forget the pigeonholes

You got the 'Look?

Adam Vinnicombe, USA

Hi there. First off, I love your mag, but I have an idea I wish to put to you. Many years ago (Feb 2008 issue) you ran a Cal Look special, but time has moved on now and I was wondering if you could do another special defining what makes a VW Beetle a Cal Looker, Slammed Look, Resto Cal, Sleeper, Stock and so on. I only ask 'cause the buzz on the web (volkszone, thesamba etc.) is that the new generation of VW nuts like me don't really know the difference between the looks and, although we all build our cars to look the way we want, it seems there's not many people out there that can place them into the right group. For example, I would consider my Bug to be a Cal Looker, with its big rear and small front tyres, the bumpers removed and a big engine, but when I went to a Cal Look meeting my Bug didn't fit in because they all said although it has the right look it is too low. I replied, 'Okay, so it's a slammed Cal Looker,' which didn't go down too well. Anyway, I hope you can do this and, once again, please keep up the good work.

Many thanks,

Hi Adam, one of the problems with this scene, as you have found, is people are always looking to pigeonhole everything. If you do this, you can't be that, and so on. If we produce a style guide (we've done them in the past) it would have to be a loose one, or it would soon be out of date because things have moved on. Some styles, such as stock,will endure of course, but others will continue to evolve. If they didn't, the scene would stagnate. – JP

Forward vision

Sven Poelmans, via email

Hi, lately a question has been popping up in my head. What will the future bring for our beloved VWs? After the agreement that the G7 made to phase out fossil fuel by the end of the century, I have been asking myself what will happen to our classic cars? They are our joy, our passion and, for some, an investment for the future to pass on to our children / grandchildren. I myself have two projects going on and wish to expand, but what will happen to them when there is no more fuel at the petrol station to run them? Are we going to see our hard-earned money / investment go up in smoke? Is this not a problem we should be facing now, and not leave it up to our children? I understand and support all the necessary changes we have to make to preserve our world, but what about our past, our passion, our joy of driving the car we love? Is there anything that's going to allow us to still use them in the future?

Er, your guess is as good as ours Sven. All we can say with certainty is that you should enjoy your VWs now, while you still can, and don't just look at them as investments for the future. – MP

• •

To the point

Graham Tench, via email

Hi, i am a long time subscriber to the mag – in fact I have every copy since January '97, I have attended every *VolksWorld* Show since it moved to Sandown Park and feel let down. Right, to the point – the quality of the mag is shite. Why is it being printed on toilet paper? Why is the editor writing sexist drivel and sounding like a moron? My wife refuses to read the magazine now. It's lacking in content and feels like a leaflet in the hand. You are a long way behind the other popular air-cooled mag and, god forbid, beginning to look worse than the free one! The spelling mistakes are unforgivable. Come on, I am a dyslexic art teacher and they make me annoyed reading them.

Please sort our mag out and let me know if you intend to continue printing it on this crappy paper so I know whether to continue my subscription or not.

Hi Graham, thanks for your comments. Firstly, paper quality is beyond our control. VolksWorld *is owned by a multi-national corporation that purchases paper in vast quantities for all the magazines it publishes. You could, of course, argue that thinner paper is better for the environment…*

As for the sexist drivel, what exactly are you referring to? As the moron in charge, I'd be intrigued to know as we have always tried hard to make VolksWorld *appeal to men and women alike. Likewise, your beef with the content. If you care to explain further, we can try and do something about it. Spelling mistakes creep into every publication if you look for them, but we do our utmost to winkle out as many as possible. If you knew how many people we have here producing 39 magazines a year, and two shows, you might better understand how the odd howler slips through the net. Lastly, to answer your final question, we will not be changing paper stock in the foreseeable future, but hope you will continue to stick with us for as long as you have. **– JP/sexist moron***

• •

Cold storage

Paul Leahy, via email

A super-clean Californian import like this deserves to be looked after. A lifetime in the sun will quickly be undone by a few good British winters

Hi Steve, I contacted you in the past over original Fuchs and tyres and your advice was so helpful. I just wanted to pick your and the rest of the teams' brains on another matter. I have just purchased a lovely '64 Square from the States. But my issue is storage. I have a lovely garage, but that houses my Beetle. I do recall in one of your back issues of *VolksWorld* you featured a car tent of some sort. It looked a great solution and it may solve the problem I have at the moment.

I just wondered if you could offer any advice on them, or let me know which back issue it was so I can try and dig it out, hopefully! Would you recommend this as a solution?

Thanks for any advice you can give.

Hi Paul, how are you? Did you have fun in the Beetle over the summer?

There are several types of car storage 'tent' on the market and, to be honest, I can't remember which one we once showed, or what issue it was in. Sorry. However, I actually keep my own Beetle in one, so I have a bit of knowledge about one particular type. The one I use is from a company called Carcoon. Carcoon invented the 'air-flo tent' concept, and offer two types of indoor tent. I have this one: www.carcoon.com/carcoon-indoor-veloce, which has a built-in frame that makes it easier to move a car in and out of. I love it. It keeps the car clean, no condensation forms in it and the manufacturer claims it will actually dry a wet car overnight (I haven't tried this). It takes a minimal amount of power to run and has a built-in trickle charger for the battery. At around £500, it wasn't cheap, but is worthwhile if you plan to keep your car for the long term.

In your situation, however, you'll need an outdoor version (see www.carcoon.com/carcoon-double-skin-outdoor). I have no personal experience of these, but I do know people who use them and have not heard anything negative about them. Bizarrely, they're actually slightly cheaper (around £450) than the indoor ones. If you do an internet search you'll find there other companies offering similar products, but I did a lot of research before buying mine and Carcoon seem to have the best name.

If your budget dosn't stretch this far, or your extension lead for that matter, there are other alternatives on the market. Companies such as Machine Mart offer a range of 'instant garages', which are essentially heavy duty tents with internal frames designed to store a car in. Starting around £270 they're cheaper, and obviously don't require a power supply to function, but similarly don't offer the advantage of controlled air flow that you get with the Carcoon, and similar, devices. Hope that helps. – SG

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Car of the month

Further proof late can be great, but how does a family of six fit in a Beetle?

Matthew Courtier, 1971 Beetle

If ever there was an appropriate submission for Readers' rides, it's Matthew Courtier's Beetle, as he has been a reader of *VolksWorld* magazine for 25 years!

"The first Beetle I owned was a 1975 Sun Bug, a GT model finished in orange and with a sunroof," recalls Matthew with obvious affection. "Once you get bitten by the Beetle Bug, that's it, and I've always had a preference for 1970's models."

No surprise then that his current Beetle is a 1971 model, which was bought a year and a half ago. Prior to that, the car had been off the road since 1989, and required quite a bit of recommissioning work. The previous owner had started the restoration work, but ran out of money and so put the car up for sale. "We bought it as a family, with the intention of completing the restoration and having some fun with it," says Matthew. "We'd just got the engine sorted when it caught fire. In the process, the original Kamei rear spoiler was destroyed, so we've now fitted a repro version. The engine also needed a rebuild after the fire and, although it's still only 1200cc, this is fine and economical, as my boys will take on ownership of the car when they turn 18."

> "My boys will take on ownership of the car when they turn 18"

The Beetle's brakes also needed rebuilding, as did the gearbox, while new bumpers, pop-outs and alloy Sprint Stars improve the outward appearance no end. Fortunately, the paint was reasonably tidy but, as a consequence of the engine fire, the back end needed repainting.

Further plans for the car include replacing the front beam and fitting new disc brakes all round. "I've already got some Porsche tombstone seats stored in the loft that will be going in the car, and I'd like to freshen up the rest of the interior next year," concludes Matthew. Keep up the good work, and thank you for your continued support of the magazine.

Late 1200 single-port engine is the tartan slipper of the VW engine range. Perfect for youngsters though

Interior is original, and due for an update next

Alan and Nichola Murkin, 1973 1303

When Alan and Nichola Murkin got married 10 years ago, they used the money given to them as wedding gifts to buy this Beetle. "At the time we thought we had got a good car. Unfortunately, we learnt very quickly that our car needed a lot of bodywork repairs," groans Alan. "It was duly despatched to VW specialist, Harry Harpics, in Leigh-on-Sea, Essex, where it remained for two months, undergoing extensive work to replace the floorpans, heater channels and a whole lot more."

Once the bodywork repairs were complete, the car was repainted in Poppy Red, and new window rubbers fitted. "I was trying to keep the car as original as possible, but I've since found out that Poppy Red isn't the correct colour for 1973, and I believe it should be Rocket Red," explains Alan. "However, when the window rubbers were taken out, we discovered the car had originally been white anyway!

"The front seats aren't the right ones for the car either," continues Alan. "However, when I was at a show at The Lawn in Rochford, Essex, three years ago, a guy came up to me and said he used to own the Beetle. 'What, one like it?' I replied. But he said no, this very car. He went on to say he had the original seats at home in his garage, and would I like them? Of course I said yes, and collected them from him straight after the show. Once they've been re-trimmed they will go back in the car. It was a real stroke of luck that the previous owner just happened to be at that show when I was there with the Beetle."

Alan and Nicola used the Beetle pretty much every weekend during the summer months, and told us they are looking forward to visiting many more shows in it this year. Who knows who they might bump into at the next one?

Alan thinks his car should be Rocket Red, but that's not a Beetle colour we've ever heard of. We like the sound of it though!

Current seats aren't original, but we think they suit the Big Beetle very well

Not being an S model, this should be a 1300 twin port

Dean Horwood, LWB Renegade Buggy

While Dean Horwood has been an avid Volkswagen enthusiast for many years, Mk1 Golfs have been more his car of choice until, that is, he spotted this Renegade Beach Buggy for sale. "I liked what I saw, had some spare cash around so bought it a couple of years ago. It was very much a heart buy, rather than a head buy, but they can be some of the best buys, right? At the time, its Type 3 engine wasn't running as sweetly as it should, but I thought it wouldn't be a big problem to sort out," remembers Dean. "After I got the Buggy home, I went on a few forums, got some advice, re-jetted the twin EMPI carburettors and the engine has run like a dream ever since. I've repainted some of the engine tinware and fitted a pair of stainless steel cannon exhausts. I don't know for certain what size the engine is, but I've been told it's a 1700."

Dean posted up some photos of his Renegade on the South West Dune Buggy forum, which led to a few people commenting that they hadn't seen his Buggy for a few years. He then spoke to Dave Fisher, the proprietor of Kingfisher Kustoms, when he was at The *VolksWorld* Show last year. "He was a great source of information and told me Series 1 Renegade Buggies were only ever made in SWB form. After some extensive research, Dean has coe to the conclusion his Buggy was imported from California at some stage, then cut and modified into a long-wheelbase version, making it possibly the sole example known. Unless anyone out there knows different?

RHD format is at odds with the theory the car was imported from the States

Type 3 pancake motor was a popular choice for UK Buggies as the cars were so prone to rust

WANT TO SEE YOUR CAR IN VOLKSWORLD?

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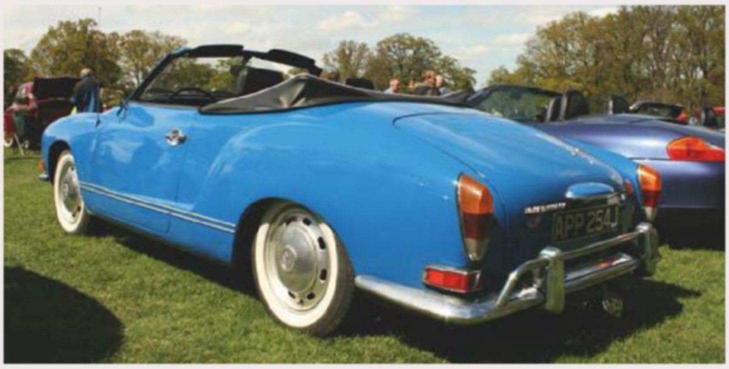
Sav and Helen Kyriakou, 1971 Ghia Cabriolet

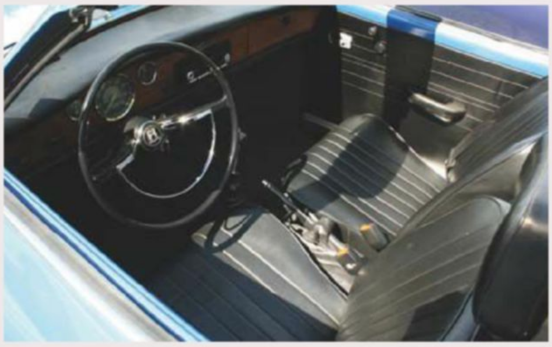
Sav and Helen's Karmann Ghia was first registered on June 4 1971 in Osnabrück, Germany, and left the factory bound for Jacksonville, USA. It was imported into the UK in 1990 and underwent its first restoration some time after that. The car still has the semi-automatic transmission it was built with, ans retains its original paint colour of L50E Adriatic Blue.

Sav and Helen bought the car two years ago and, since then, have clocked up around 3,000 miles in it, including a trip to the Nürburgring. Interestingly enough, the previous owner kept it for six years and covered just 800 miles. "The very first show I took the car to was at Knebworth Park, Herts, in 2014, where it won the Best Aircooled Award, purely by accident," enthuses Sav. "We were parked up by the side of the show cars and someone asked me if I'd like to enter the car in the VW Aircooled class. As luck would have it, I'd given it a really good clean earlier in the morning, so I went in and won!"

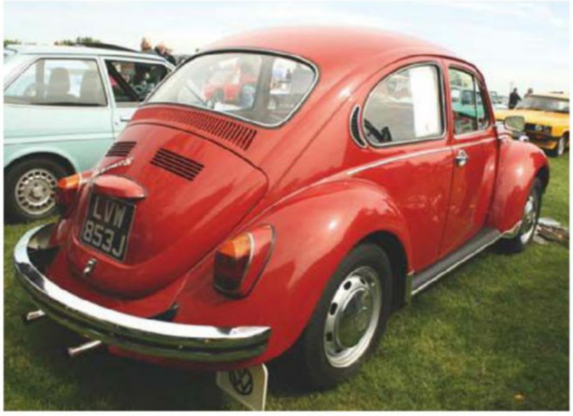
Sav told us he plans to take the Karmann Ghia off the road this year for a bare metal repaint in the original colour. "It's starting to look just a little tired in places and I want to keep on top of things. Everywhere we go the car seems to turn heads. In Germany, we were driving along the Autobahn at 65mph, and all these big BMWs kept racing up behind us at twice that speed, then braking really hard, pulling up alongside with their occupants smiling and giving us the thumbs up. The car proved a great hit at the Nürburgring, we love her, and call her 'Heidi.'"



Only '70-'71 Ghias came with the intermediate 9-inch tail lights. In '72 they grew a full four inches



It was all black vinyl in the '70s. Not exciting, but practical and wears well, too



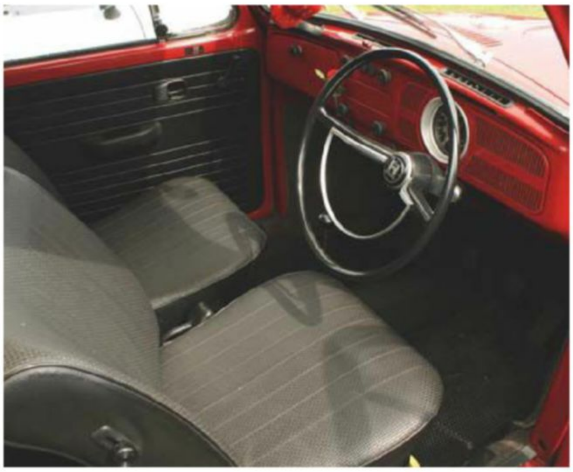
Mike and Lucy Betts, 1970 1302S

Mike bought this 1970 Beetle in August 2014 from its original owner, Mr. HJ Hewett of Wickford, Essex, with just 78,000 miles on the clock and full service history. It was sold new by Merit Motors of London Road, Hadleigh, Essex, on December 19 1970, at a cost of £879 14s, inclusive of registration plates, delivery charges and accessory (yep, they were still an optional extra then) seat belts.

The Beetle has always been garaged, and was in regular use up until 1995, when it was taken off the road and stored in the garage until 2005, when the garage fell into disrepair and was rebuilt. For some strange reason, the Beetle didn't go back in and sat outside on the driveway after that. "When I found the car, it had four flat tyres, the running boards and bumpers were missing, and there was a small tree growing at the front and another to the rear," recalls Mike. "It took me six months to recommission the car for the road again. All the paint, except for the two rear wings that had sustained some damage and needed repairing and repainting, is original. I've fitted new bumpers, new running boards, a new exhaust, fuel pump, distributor cap and have rebuilt the carburettor. I also had to do a complete overhaul of the braking system."

The Beetle's interior trim is similarly original, with the headlining and seats in excellent condition. The car made its post-recommission show debut at the Battlesbridge Classic Car Show in May last year, where Mike says it went down a storm.

interestingly, Mike admitted he's really a Ford man at heart but, after his son-in-law spotted the Beetle languishing on a driveway, he felt compelled to save the car. "The owner was reluctant to sell me the Beetle at first, but realised he would never complete the required work," says Mike. "The car performs really well now. My wife, Lucy, likes driving it, and once again it's garaged whenever it's not being used."



Textbook low mileage, one owner car interior – minimal wear on the controls, firm seats and dealer sticker on the passenger door. Lovely

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The KISS principle

Proof positive that the right wheels and a spank with the slamming stick maketh the ride

Words Mike Pye **Photos** thru-a-lupe photographic

Last month I wrote my column about how good so many VW heads' first cars are these days. And I meant it, too. In it I proffered the notion that it was primarily down to accessibility of information, more than anything else. So imagine my excitement when, charged with writing the feature on Joep van Cranenbroek's '74 here I discovered it too is his first VW. Not only his first VW, his first car, and, up until recently, his only car. The perfect opportunity then to test my theory. So, Joep, how come you've got such a damn cool ride as your first VW? "Ah," he replied. "It's easy. I grew up with VWs." Right, so your mum and dad had one did they? And you spent your childhood playing in the luggage area behind the back seat. Me too, I... "No, no, not that at all," Joep interrupted enthusiastically. "I grew up in Budel..." Budel? Hmmm, that rings a bell. Didn't there used to be a big VW show there? "That's right, the International Beetle Festival. It was held in my town every year and during those days all those Beetles, Buses and other types of VW formed one big traffic jam of air-cooled madness right in front of our house. As a kid, I just used to look out of the window, always with my favourite toy car – a bright orange 1302 Beetle, with a sunroof! – in my hand, and check all those cars out the whole day long." So, a little bit like living in Podington in 1987, huh? "I don't know, I wasn't born until 1990." Oh right, well Podington is the small village in Bedfordshire you drive through to get to Bug Jam. "No, not really. Budel's not a village." Okay, never mind.

"When I got a bit older, I started going to the show with my dad and, after another weekend of staring and drooling at all those vintage Volkswagens at the event – I guess it would have been around 2006 – my dad said something like, 'Next year, there might be a Beetle on our driveway.' That was it, as far as I was concerned, the game was on! But I was only 15 at the time, so couldn't drive, and didn't have the money to buy a Beetle myself, so I spent the next year going to more shows with my friends and talking about what I was going to buy, and what I was going to do to

>

“I’m not sure what it ended up being, but I like it”

Air shocks, dropped spindles and a good rubber rake. We like the nose-down way this car sits. A lot

Of the late model steering wheel, one could bastardise the famous 1969 VW advert, 'it ain't pretty, but it gets you there.' Copper Hurst Saf-T-Trigger shifter, on the other hand, is sweet

"Obviously, an Oval, or an early sunroof car with a big motor would have been nice, but I couldn't afford those so, the next year, with a little help from my dad, I bought this car. It's a '74 1300, but it has a sunroof! The guy I bought it off had already restored it, and it had a late 1200 engine fitted, but it was mine, my first Beetle.

Going the distance

"The next year, when the show was coming to town, I parked it proudly at the side of the road right out front of my house. Sadly, I couldn't really join the rest as I was still only 16 and not allowed to drive yet, but I had my first Beetle. I was so excited.

"The year after that, a friend of mine drove it to the event ground and I got to drive it around a bit there. I even took it for a little sprint. It was the most fun I'd ever had. The following year, I finally got my driver's license and drove it to my very first VW meeting – the Freddy Files in Ninove. Being in Belgium, it was a bit further away than the 100 metres I'd had to go to the Budel event. But we had a great time, and at long last I was fully involved."

So how come our intrepid, trans-continental traveller hadn't bought a lemon and then spent the first few years of his VW life crying into a chocolate tool kit in the garage, trying to turn a rusty old nail into something he was proud to turn up to a show in. The internet, that's why. "Long before I bought the car, I was busy reading forums like thesamba and hoodride – that last one was really cool back in the day, ha ha! So I felt like I was already involved, way before I bought the car. I'd learnt where to look for rust in a Beetle, found out how people got them to look the way I liked, worked out what wheels I wanted, and what bits to put on my car to make it cool." The result of all that intensive research was that when Joep went to look at this car, he knew what he was looking at. The car had already been restored and, while he's the first to admit now there are areas he'd like to re-do to improve the car, at least he knew it was solid. He bought a car in a colour he liked, that didn't need a paintjob, so he could immediately concentrate on turning it into his interpretation of cool. That helped keep a lid on the budget, too. "I will always be busy trying to make the car better, and maybe one day I'll try to rebuild it as a real proper show car, but currently I'm saving for a Bus and I'll only do the Beetle when that dream has come true. The best thing is I didn't ever have to take this car off the road to restore, so I've been able to enjoy driving it while I make the changes I want to make."

British-made Cosmics are enjoying a bit of a resurgence these days. Repros are available, but these are the real deal. 4-bolt VW ones are out there, but these are Porsche 5 x 130 PCD

Peppermint scream

While today's ultra-slammed look may not be popular forever, the current trend for keeping cars essentially stock body-wise, and in stock colours, ensures they will stand the test of time much better than a lot of the cars we older VW people built as our first cars. Ford Peppermint Green and a smoothed dash was the stuff of dreams in 1988, but turned into the stuff of nightmares a few years down the line. Like black, white simply can't go out of fashion.

Joep's made a few individual statements with his '74, swapping the side trim for early wide trim for example, because, having decided Resto Cal was the look for him, he became fixated on Albert swan neck mirrors. For those who may be unaware, these popular accessory mirrors date back to the accessory-overloaded 1950s and fit over the trim piece on the front quarter panel. You could conceivably fit some over late, skinny trim but it would look like your mum had dressed you funny. Joep's mum doesn't dress him, so he did the old trim swap instead. He also added pop-outs, a virtual necessity in a Volkswagen with a sunroof, unless you actively enjoy the sensation of booming in your lugholes that occurs without.

Fat wheezy kid

Other mods are even more restrained. Did you clock the car had '73 tail lights? By '74 all Beetles came with the bloated, be-safe-be-seen, elephant's feet lights. More practical in terms of visibility, but the fat wheezy kid at the back of the VW tail light world. Tombstones are the right choice, and just work with all the design elements of the rear end of a late '60's / early '70's Bug.

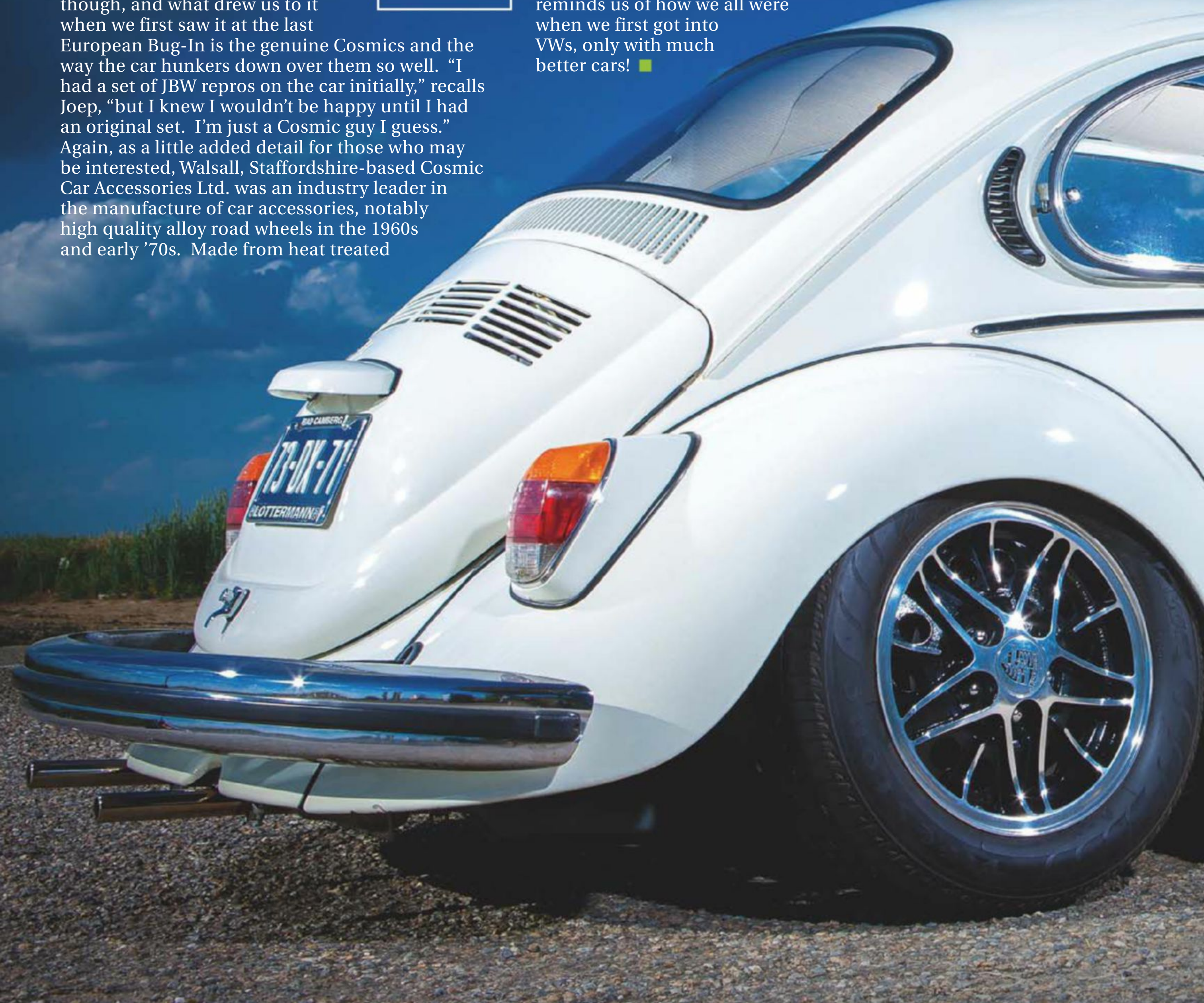
What really sets this car apart though, and what drew us to it when we first saw it at the last European Bug-In is the genuine Cosmics and the way the car hunkers down over them so well. "I had a set of JBW repros on the car initially," recalls Joep, "but I knew I wouldn't be happy until I had an original set. I'm just a Cosmic guy I guess." Again, as a little added detail for those who may be interested, Walsall, Staffordshire-based Cosmic Car Accessories Ltd. was an industry leader in the manufacture of car accessories, notably high quality alloy road wheels in the 1960s and early '70s. Made from heat treated LM25 aluminium alloy, even the factory paint finish achieved a British Standard for corrosion resistance. The range of fitments available was mind boggling, from Alfa Romeo, through Bond Bug and all the way up to Volkswagen and a wide range of American car models too, with sizes ranging from a child-like 4 x 10 up to a red-blooded man of a 6 x 15, so make sure you know exactly what you're looking at if you're in the market for an original set. Just in the Porsche and VW camps there are five different wheels available, none of which fit the early wide-5 pattern.

Making the rims look the part is a ride height to make tender souls weep. Monroe air shocks and dropped spindles on a four-inch narrowed Volksproject beam get the framehead dusting tarmac, while extended and lowered spring plates, also from Volksprojects, together with what Joep estimates as a two outer spline drop bring the rear in line. "I messed a lot with the rear to get it where it is, so I'm not sure what it ended up being, but I like it."

And you know what, we like it, too. Not for its anal attention to detail, it's perfect paint or its mental motor, but for its simplicity, the story behind it and the fact that Joep, and his group of like-minded friends (which include Michel Jansen with the red Ghia that was our cover car last month) that we spent an enjoyable time chatting with at the last EB-I, are out there enjoying their VWs and the VW way of life to the full. It kind of reminds us of how we all were when we first got into VWs, only with much better cars! ■

TECH INFO

BODY Stock 1974 1300 Beetle with early side trim, Albert mirrors and pre-'74 tail lights
SUSPENSION 4-inch narrowed beam, dropped spindles, lowered and extended spring plates; KYB rear shocks
WHEELS AND TYRES Original 5 x 130 PCD 5.5J Cosmics; 145/60 and 185/60s
ENGINE 1300 AB twin port
INTERIOR Corbeau buckets; lap belts; Helphos spot light; Hurst copper shifter



Being a 1200 model, this car came with trim-less front and rear window rubbers and originally elephant's feet tail lights. Tombstones change the look entirely

Ex-1200 car now runs a 1300cc AB-code twin port, stock as your mum's underwear

Corbeau Classics – not a seat for those with a broader beam

Radios don't come any more period correct than this '70's Blaupunkt. Even the knobs match

"I'm just a Cosmic guy I guess"

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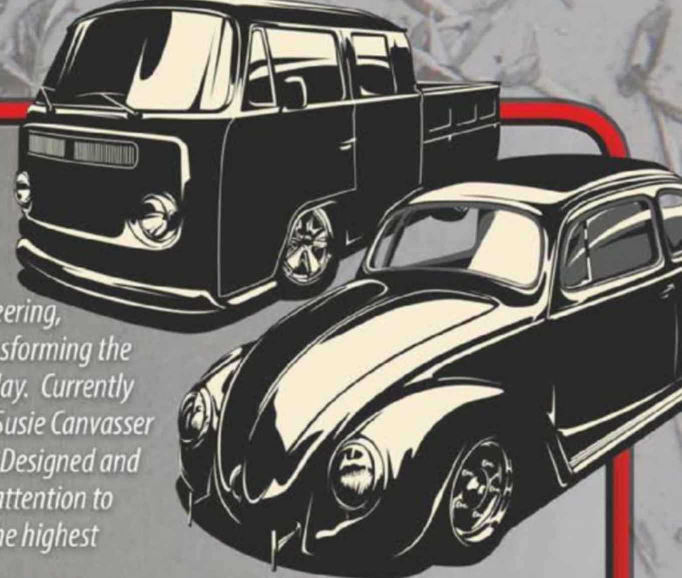

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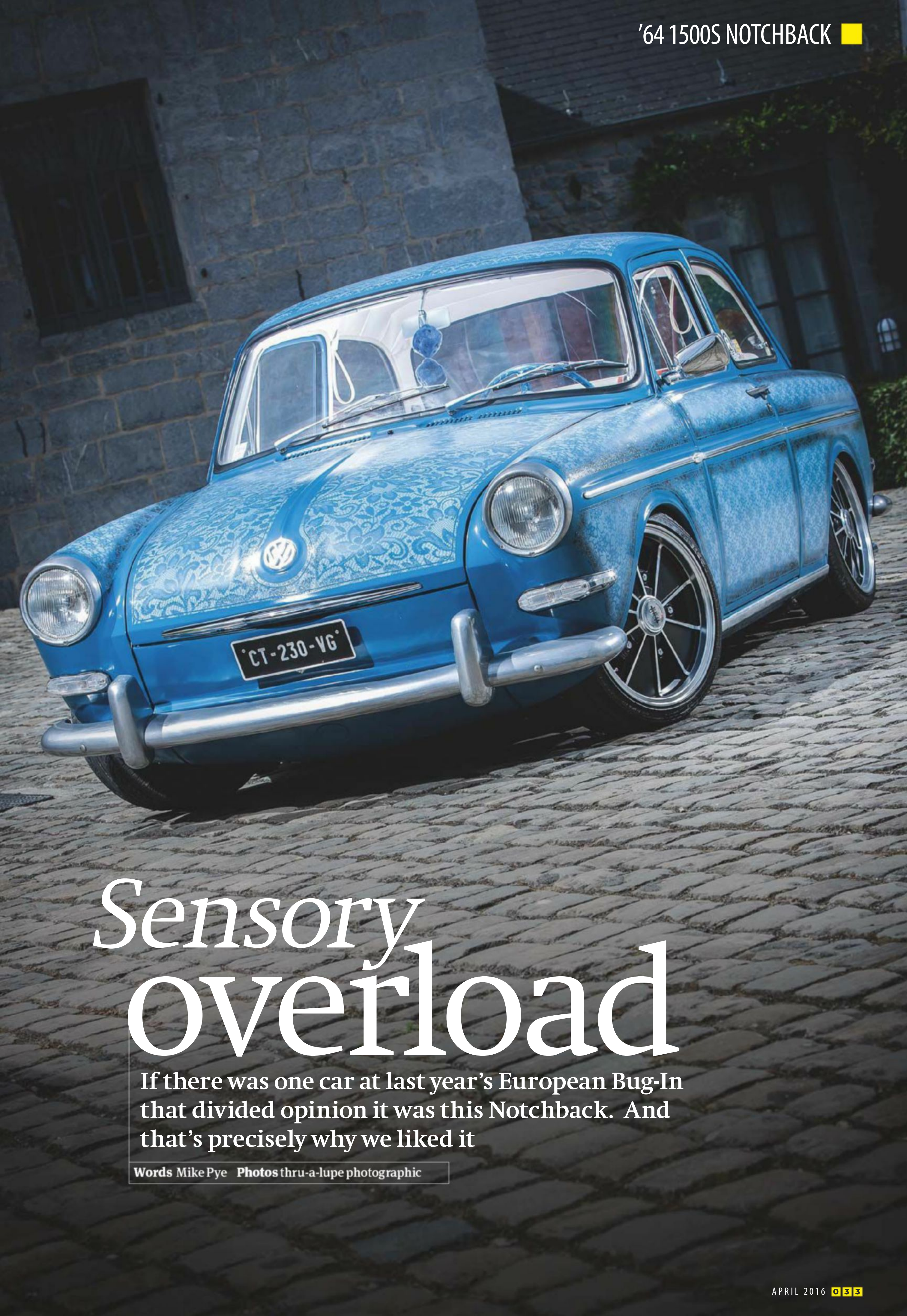


Sensory overload

If there was one car at last year's European Bug-In that divided opinion it was this Notchback. And that's precisely why we liked it

Words Mike Pye **Photos** thru-a-lupe photographic

It was at the second European Hot Rod & Custom Show in Chimay, Belgium that, under ominous skies, I first set eyes on Bruno Lascabanne's car. It was the paint that caught my eye – multiple complex dark blue panels over light blue, with fogged edges and lace painted inserts, interspersed with gold scallops. The car sat low over chrome rims with thinband whitewalls. Inside it had Mexican blanket seat covers. In short, it looked wild, even in the rain that dogged that year's running of the event. You'll probably have gathered by now that the car I'm referring to isn't the car you see here, though there are some striking similarities. For Bruno shares his love of American cars with his love of Volkswagens equally. That car I saw at Chimay was his '63 Ford Ranch Wagon, while the car you see here was built as a daily driver for his wife, Corinne.

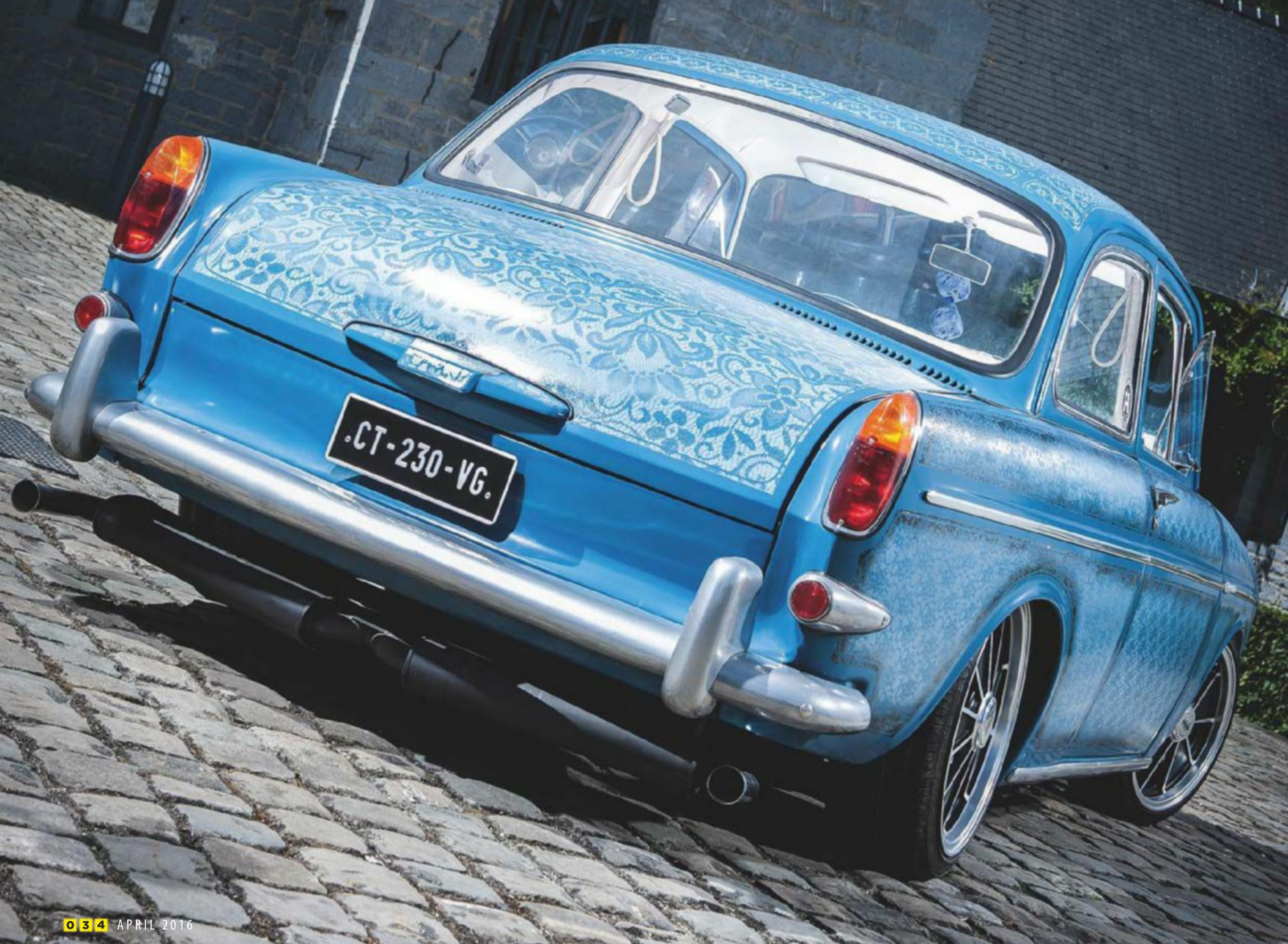
But don't for one minute think this is the first VW Bruno has applied his customising skills to, there's been a veritable back catalogue of VWs in the Lascabanne garage, ranging from Cal Lookers in the '80s through German Lookers to more recent Gasser-styled Bugs. Indeed, his son, Willy, currently drives a traditional Cal Look '66, complete with split rim EMPI 5-spokes and an IDA-fed motor.

But while a wild custom Beetle was not out of the question for Corinne, Bruno saw the potential of transferring the styling of his Ford wagon to the altogether more traditional shape of the Type 3. A Squareback might have been perfect but, when a solid 1500S Notchback turned up in Belgium, Bruno knew it was too good to turn down.

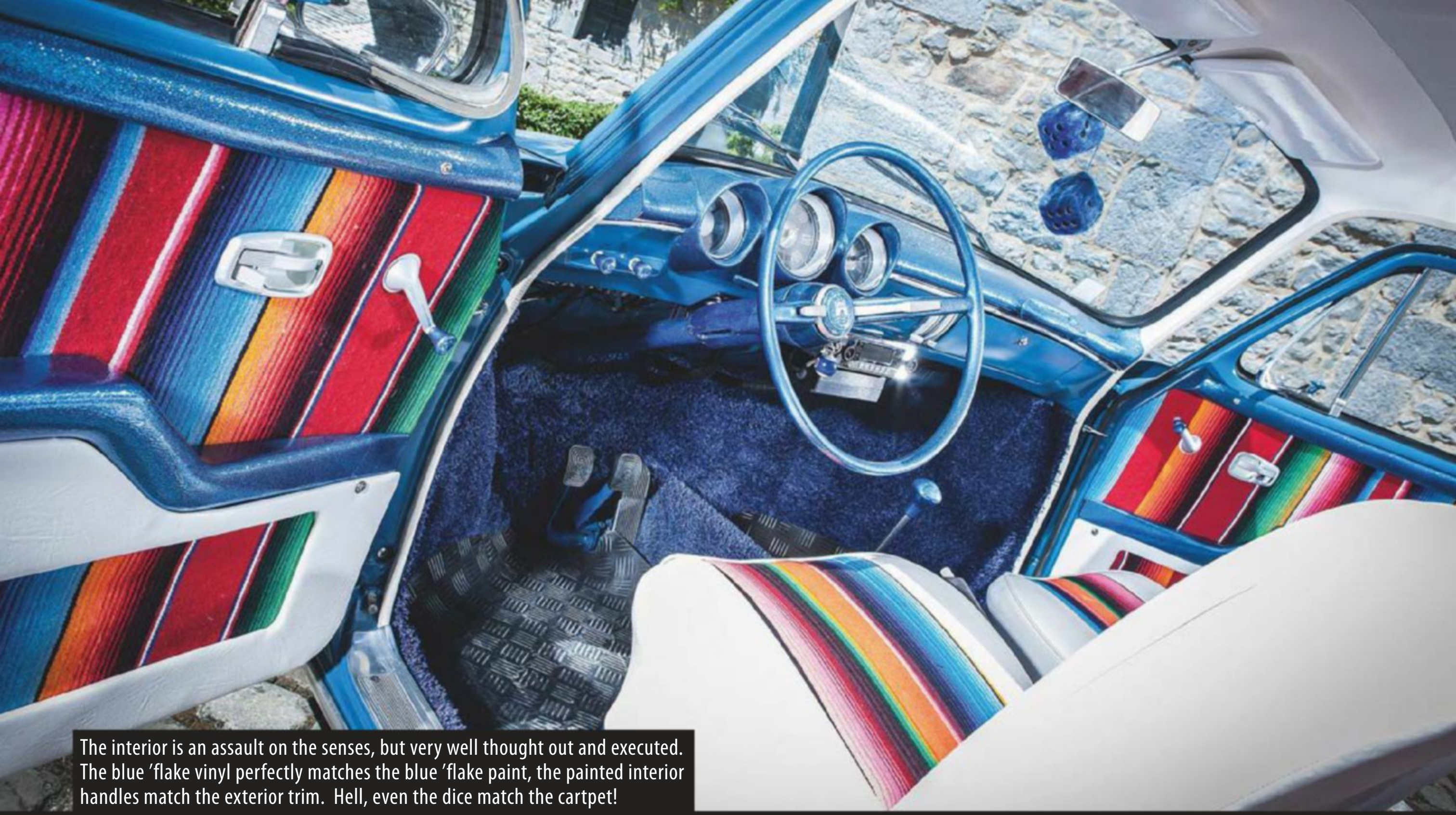
“The mild custom era is an interesting one to explore”

Off the wall

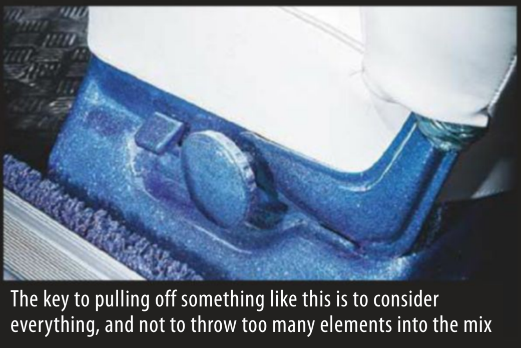
His somewhat radical approach may be a bit too far off the wall for some of the more conservative elements of the Volkswagen world today – those who can't, or aren't prepared to, look past stock colours and stock interior trim – but the car sits well in the mid-'60's timeframe Bruno has placed it in. That's generally considered the end of the mild custom era in America, when muscle cars started to take off and everyone went horsepower and cubic inch crazy. The mild custom era is an interesting one to explore though, as it's the one that perhaps lends itself best to being pillaged for ideas that can be applied to Volkswagens. Think custom painters such as Larry Watson, Dean Jeffries, Gene Winfield, Dennis Ricklefs *et al* (if you want to read more around the subject, pick up a copy of Thom Taylor's excellent book, *Kustomland*) and you'll see what I mean. Here were essentially stock, or very subtly customised, cars being lowered, treated to an alternative set of steel wheels (no mags or alloys mind), or even just a set of hubcaps off a higher end model, but then given wild paint schemes and full custom interiors. Custom painters were in their element, experimenting with homemade pearls, kandies and metalflakes and with techniques such as fogging, blending and painting over household fabrics. Lace proved particularly effective as, once mastered, it enabled complex patterns



Car sits on 17-inch BRM replicas with 195/40 tyres all round. And yes, those wheelarch lips have been rolled for additional clearance

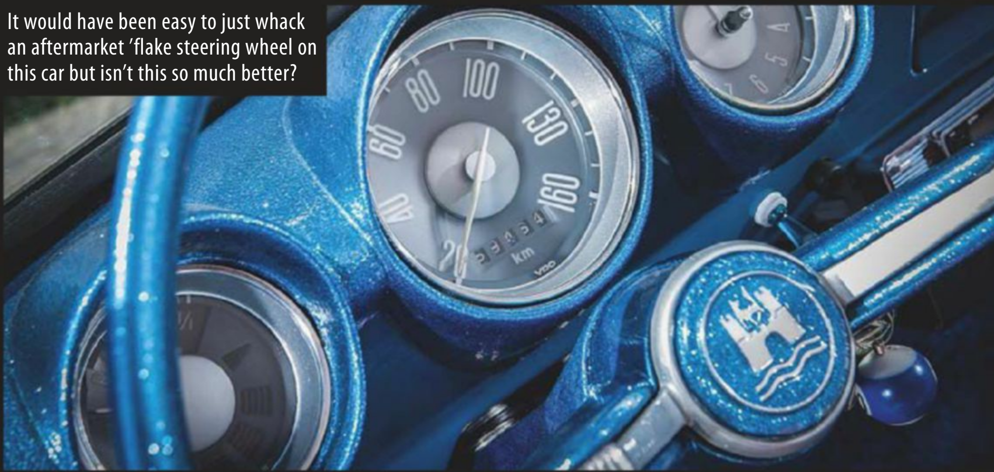


The interior is an assault on the senses, but very well thought out and executed. The blue 'flake vinyl perfectly matches the blue 'flake paint, the painted interior handles match the exterior trim. Hell, even the dice match the cartpet!

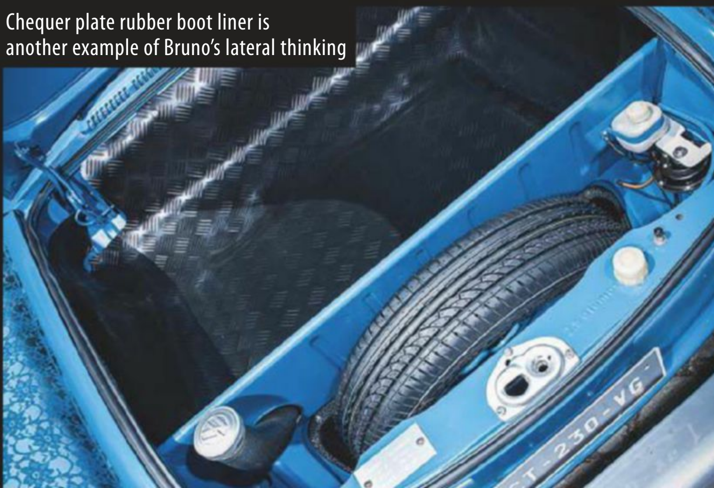


The key to pulling off something like this is to consider everything, and not to throw too many elements into the mix

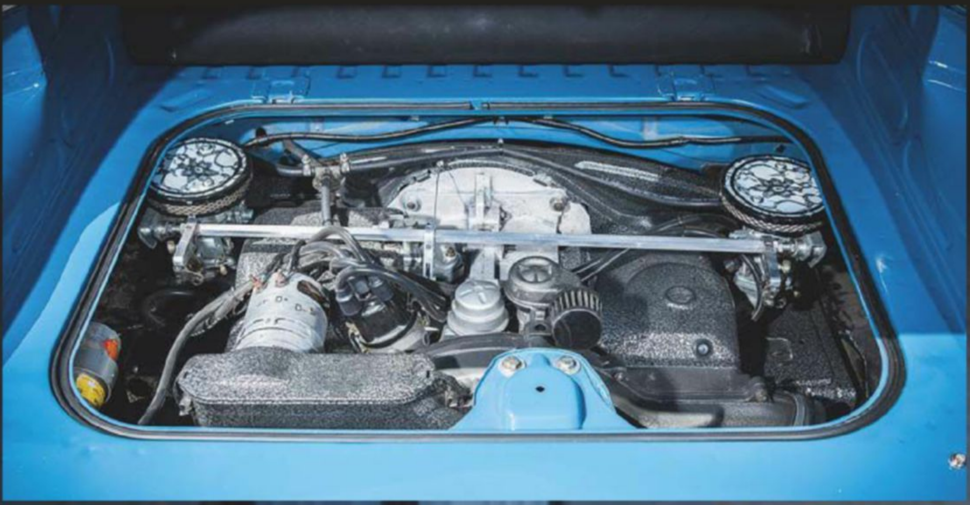
Vintage looks, modern sounds



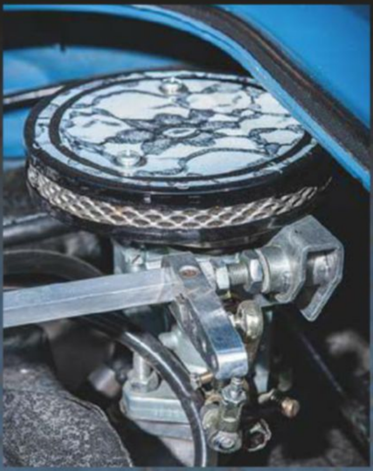
It would have been easy to just whack an aftermarket 'flake steering wheel on this car but isn't this so much better?



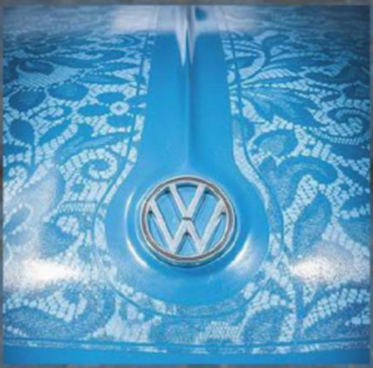
Chequer plate rubber boot liner is another example of Bruno's lateral thinking



It's hard to make a Type 3 engine look pretty, but antique silver finish on the tinware and a spotless engine bay certainly helps

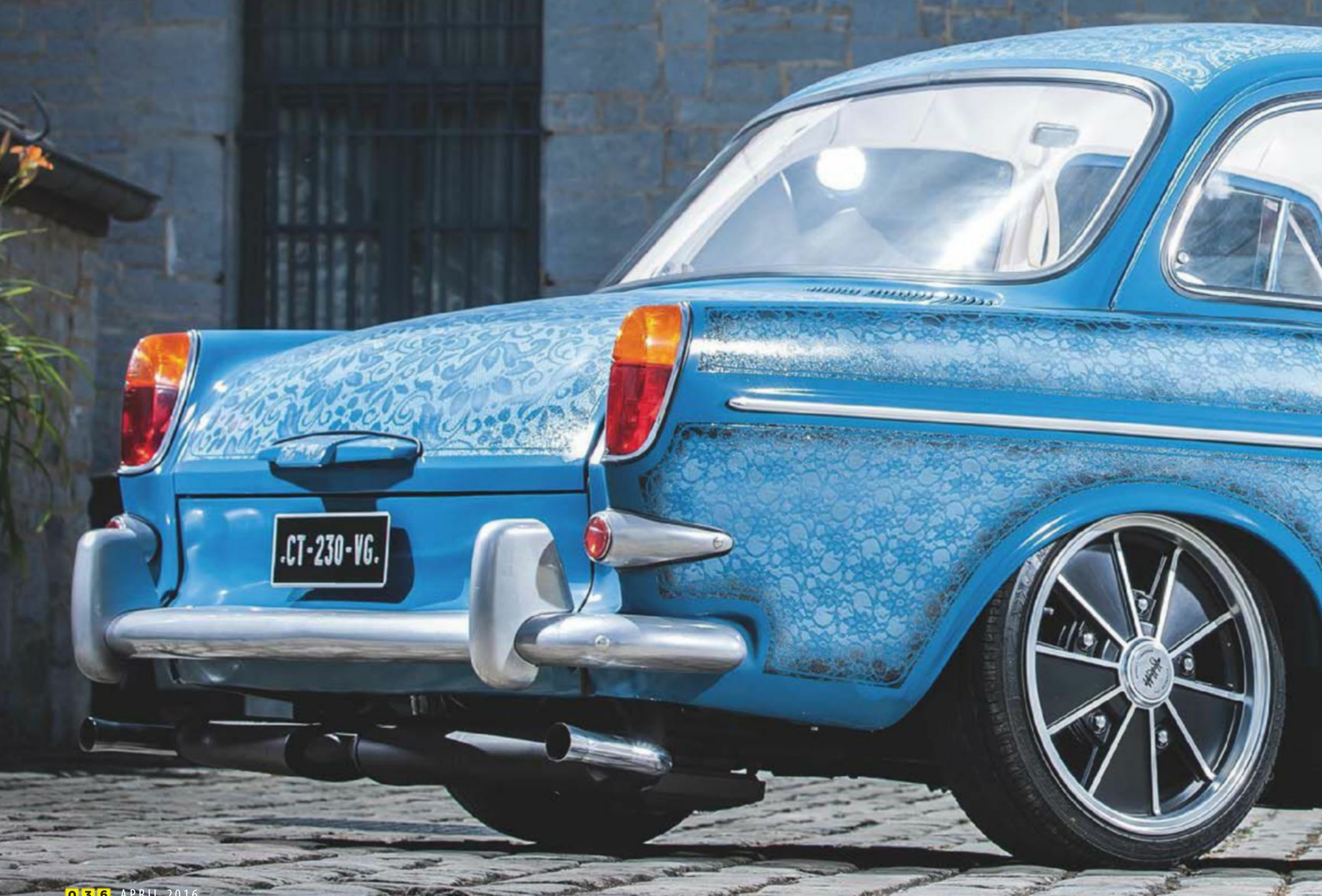


The car was meant to be Corinne's daily driver, but things got a little out of hand!



The lace paint effect has been carried through to the tops of the tiny pancake air filters

Picking up on the car's natural body lines means the painted panels enhance the car's shape rather than fight against it



to be transferred to a car body with relative ease. It was this latter technique that Bruno and Corinne felt would work best of the Notch.

First though, the car needed the all-important lowering job, something that's easy to do in an afternoon on a Type 3. With the front trailing arms and the rear spring plates relocated two notches upwards all round, the car sat where they wanted it. Yes, it could have been lowered further, but those mild customs that the couple were looking to for inspiration were never as low as cars are being built today. Plus the couple wanted to use 17-inch BRM replicas, but didn't want to start cutting inner arches and tubbing the car to get it to sit on the ground. Mild was the key word here. In fact, the only body modifications made to the car are to the inside lips of the wheelarches, which have been rolled for a little additional clearance.

"Then it was out with your nana's lace curtains"

Special effects

Corinne was involved in every aspect of the car, particularly the paintwork side of things, which they both decided would be based around blue. After much deliberation, two shades were chose from the RAL chart – Azure and Pastel Blue, the former creating the base colour, the latter going over the top as the background for the lace-effect panels. Keeping the side trim and following the contours and natural breaks of the car's body made the job of deciding where to start and finish the panels straightforward, then it was out with your nana's lace curtains. Look carefully and you'll see there are three different types of lace effect on the car, with a fine line tape border and black fogging around the edges of the panels on the sides. These in turn have been painted over with a clear lacquer with a dash of 'flake in it. If you're wondering how on earth you go about painting over lace without it blowing away, it's all about the pressure of the spray gun.

As a further unusual touch, all the interior and exterior chromework has been stripped and repainted in a soft metallic grey.

TECH INFO

BODY: '64 1500S in RAL Azure and Pastel Blue with multiple paint effects and semi-matt lacquer

INTERIOR: Mexican blanket seat covers; flake carpets

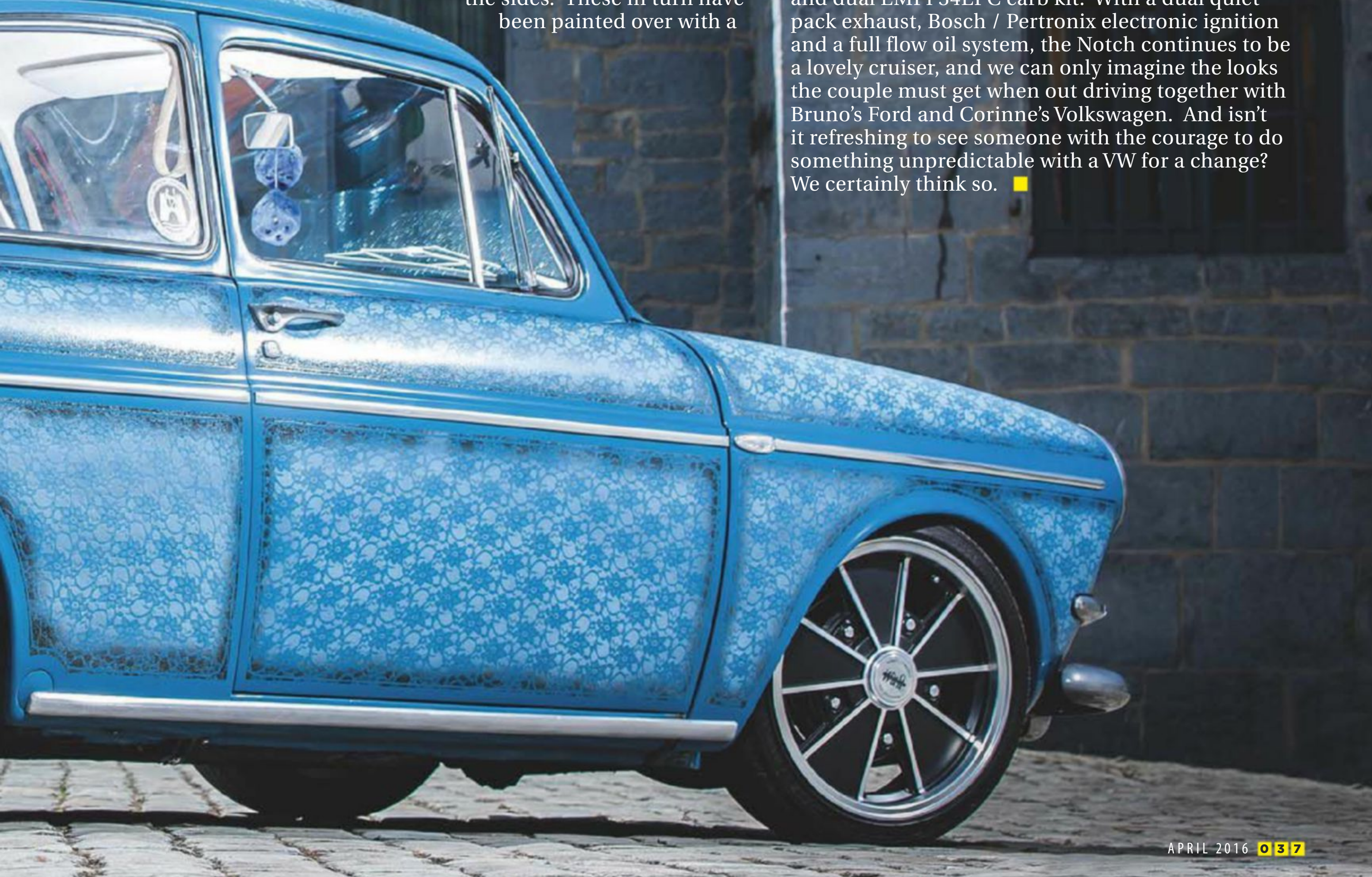
ENGINE: 1500 Type 3; ported and polished heads; Engle 110 cam; dual EMPI 34EPCs; dual quiet packs

WHEELS AND TYRES: 17-inch BRM replicas; 195/40 Nankangs

Vinyl junkie

Clearly, a car with an exterior as wild as this was never going to be given a stock interior re-trim and so, again following the lead set by his Ford, a load more Mexican blankets were sourced and then cleverly integrated into the original seat covers by Bruno himself. To make the job a little bit harder, blue metalflake marine vinyl was used for the arm rests and door caps, which perfectly matches the paint used on such as the seat bases and steering column, steering wheel and dash switches, while white textured vinyl finishes them off. Every element of the interior has been given equal consideration, from choosing blue metalflake carpet for the floor to keeping the stock-style white vinyl headliner overhead, it all just works together. It's not subtle, granted, and will undoubtedly split opinion firmly down the middle, but you have to admit every element of it has been carefully considered. Even the window winders and door releases inside have been given the same treatment as the bumpers, handles and trim parts outside.

Always with an eye on budget, and in keeping with the mild custom ethos, the original engine was rebuilt with help from son, Willy, who gave the heads a mild port and polish, installed an Engle 110 cam and dual EMPI 34EPC carb kit. With a dual quiet pack exhaust, Bosch / Pertronix electronic ignition and a full flow oil system, the Notch continues to be a lovely cruiser, and we can only imagine the looks the couple must get when out driving together with Bruno's Ford and Corinne's Volkswagen. And isn't it refreshing to see someone with the courage to do something unpredictable with a VW for a change? We certainly think so. ■



There's a lot going on in the paint – two base colours, three types of lace, fogging, fine line taping and flake and semi-matt lacquer

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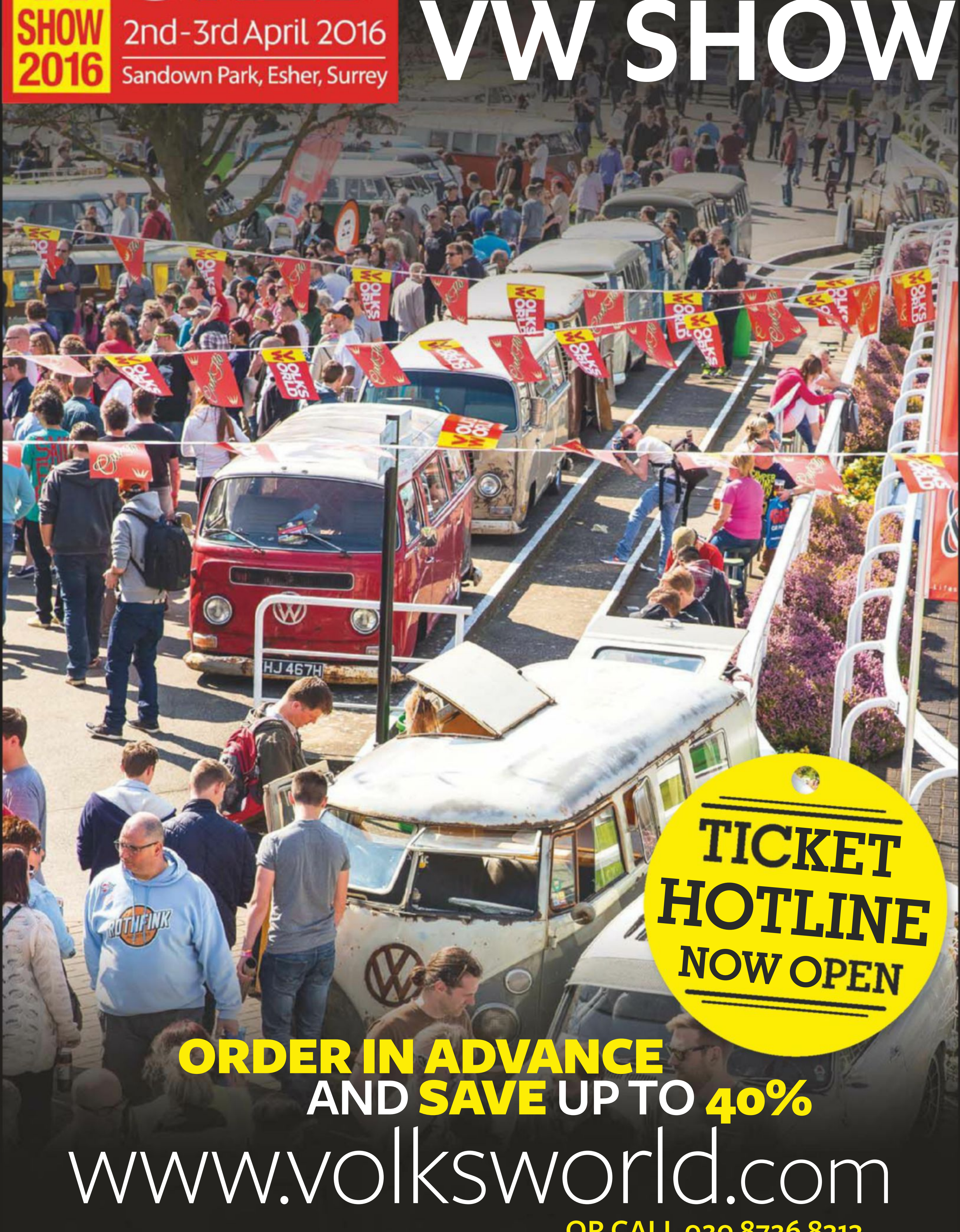

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The first KdF-Wagen we've ever had at the show. From Germany, the Grundmann's incredible 1943 Type 60

For those more into performance, how about Andy Morgan's 600bhp turbocharged Split? Remember to pick up your free poster

Flying the flag for late models, David Powell's mint Bay will be a sight to behold

Clubs – the backbone of the VW scene

Clubs are at the very heart of this event and help give The *VolksWorld* Show its unique atmosphere. This year we are pleased to welcome a selection of new clubs that join some old friends. The club displays always offer a diverse mix, from concours-quality stockers and customs to built-at-home specials restored on a budget, and everything in between. Come and join in the fun, have a beer and listen to some tunes. If you're not in a club, this is the place to find one that suits you and join up on the day. A full list of clubs attending can be found on the website

Win money!

Race Buses!

Live music

Club displays

Buy stuff

Kids' Zone

Bus spotting

Entertainment at this year's show

European swapmeet

The international indoor swapmeet is always one of the highlights of the show, with over 100 tables selling thousands of hard-to-find parts from all round Europe. If you would like to book a table, call Ben Foster on 0208 726 8336. Tables cost £100, which includes two weekend tickets to the show

Free poster

Collect your poster of Andy Morgan's powerhouse Split pulling this mind-bending wheelie

Kids' Zone

We pride ourselves at The *VolksWorld* Show on keeping your little ones entertained, as well as you, and the Kids' Zone is a safe place for children to let off steam and have some VW-related fun. Entertainment includes a large soft play area, Lego tables, games, film shows, build your own Camper, colouring competitions and much more

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Complete your touch-screen registration, collect your personalised photo race licence then join seven others on the start line ready to compete over several laps of this testing course. Every race winner will receive a prize

Rothfink rock the club

With a fantastic line up of patina vehicles, complemented by some great music, this area will be a great place to chill and have a beer

Camping entertainment

There will be live music in the Golf Course Bar on the Saturday night, plus food to fill your tum

Win cash to spend at the show

VolksWorld Show sponsor, Carole Nash, will be offering three lucky winners each day £250, £150 and £100 respectively to spend at the show. If you win, you can splash the cash on anything that takes your fancy at the show, be it clothes, parts or a slap-up lunch for you and your mum!

Live music

Vision Tech Beats – A favourite with the VW scene
Funkin' Skunks – Ska, funk, punk and reggae band that were a hit at The *Camper&Bus* Show
Live DJs – Spinning some cool tunes
Swing Band – Lower tempo band, just right for Sunday morning. Remember to bring you dancing shoes and show the kids how it is done

Buy your dream VW at The *VolksWorld* Show

If you are looking to buy a VW, our cars for sale area in the front car park is the place to head. Alternatively, if you want to sell your VW, just turn up on the day and we'll direct you to the dedicated area, where you're sure to find a buyer

'Take the lead'

After the success of the Carole Nash spark plug challenge last year, the company are introducing a new challenge called 'Take the lead'. Intrigued? Head for the Carole Nash stand to find out what it's all about

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Second year, twice the fun!

"It's going to be a busy winter at VW Heritage as we decide how we can top *VolksWorld* 2015. David is investigating a couple of interesting vehicles and it's too early to reveal them, but what we can say is he's very excited! Barney, meanwhile, has big plans for a special, interactive display, and we have a certain itch to scratch for the foyer display, too.

"However the plans come together, we will give it our all, and are pleased to have been invited back as headline sponsor. We're aiming to make 2016 the best show ever!"

Vehicle insurance

"After a successful partnership in 2015, we are glad to return for our second year as one of The *VolksWorld* Show's sponsors. Why not pay us a visit (we are situated on the *VolksWorld* stand) and try your hand at our brand new competition 'Take the lead'? All we'll say for now is you'll need nimble fingers and a keen eye, and that Fuzz Townshend will be on hand to run proceedings. Whilst at the stand, make sure you enter our £500 cash giveaway, drawn each day around 2pm."

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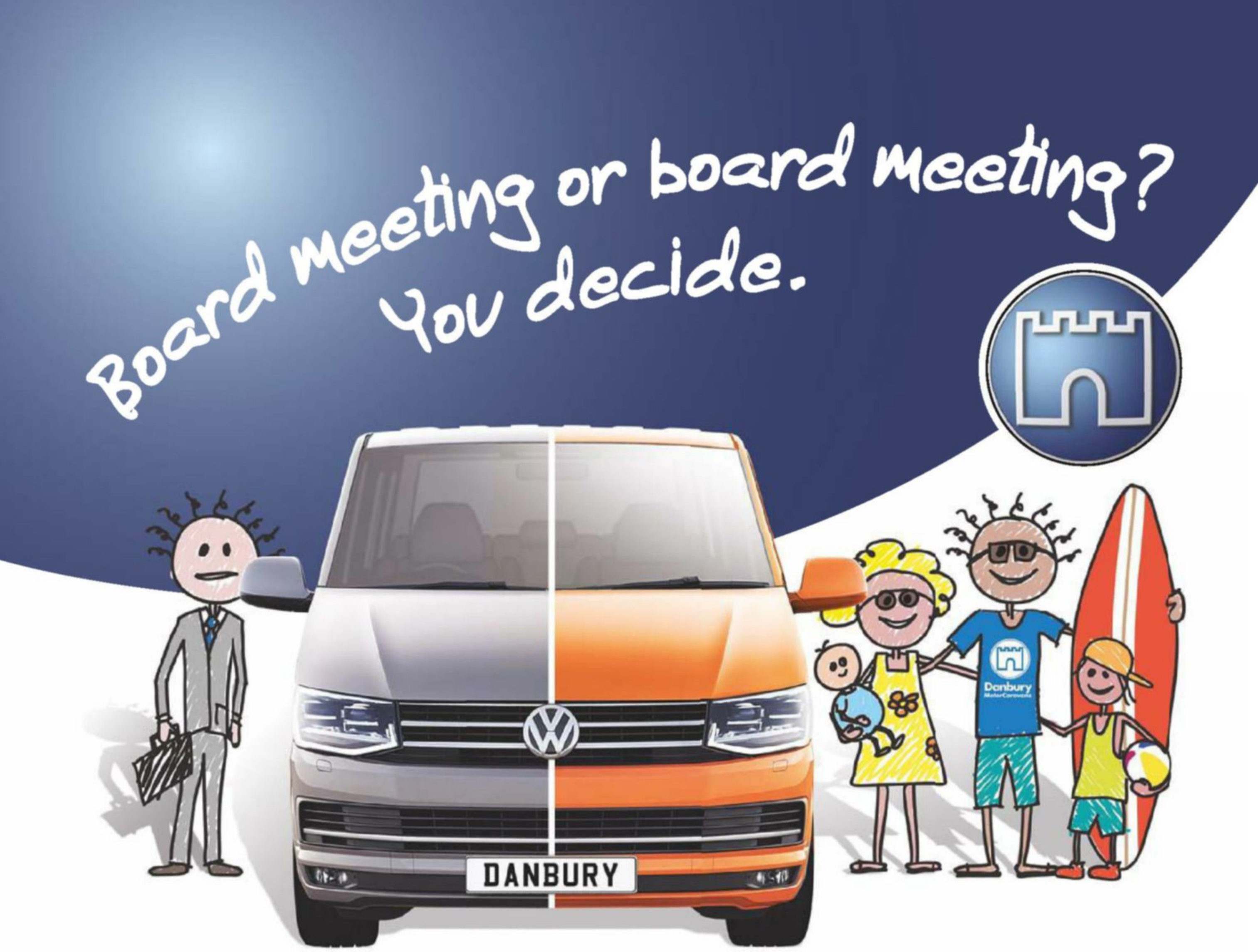
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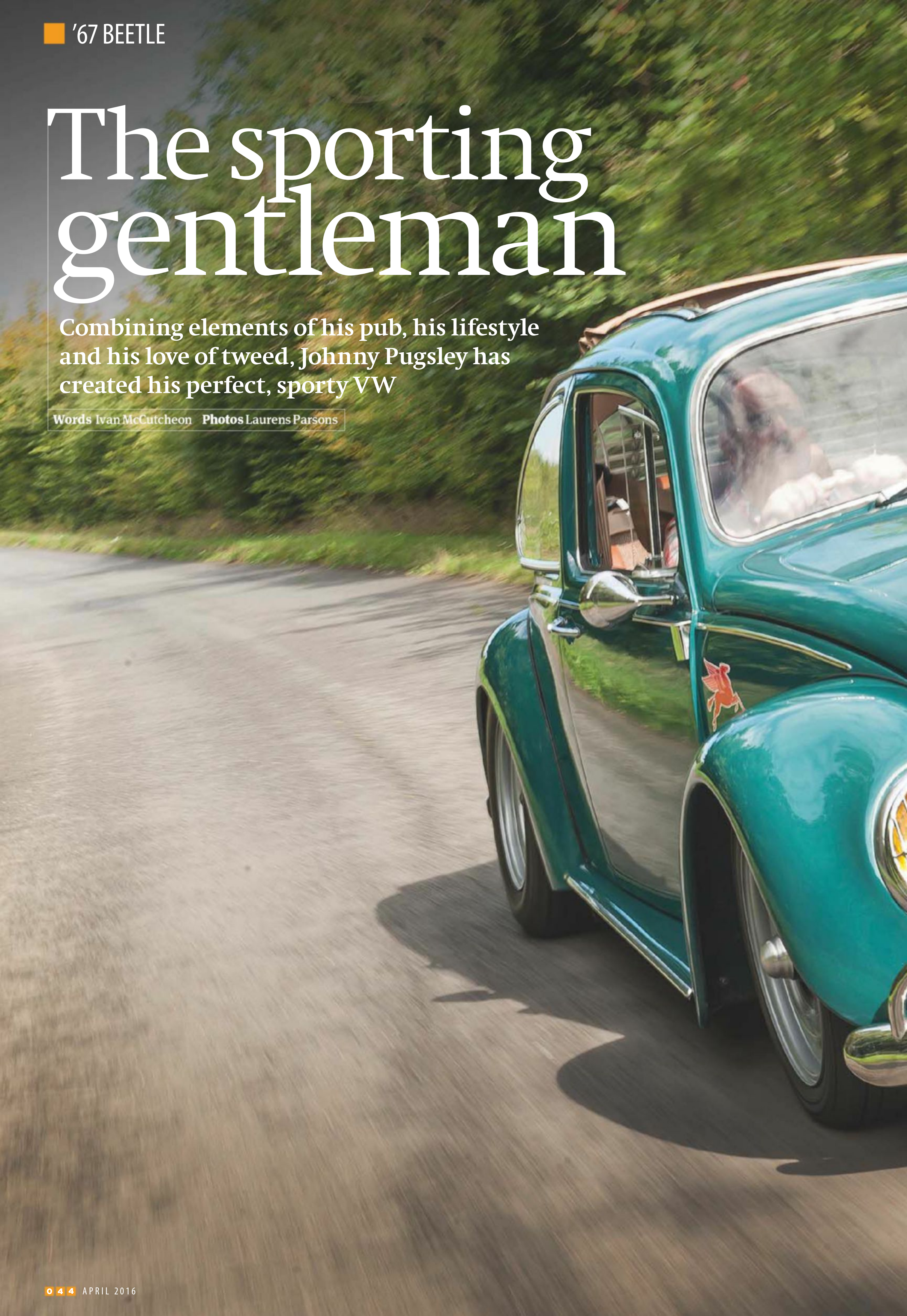
The sporting gentleman

Combining elements of his pub, his lifestyle and his love of tweed, Johnny Pugsley has created his perfect, sporty VW

Words Ivan McCutcheon **Photos** Laurens Parsons



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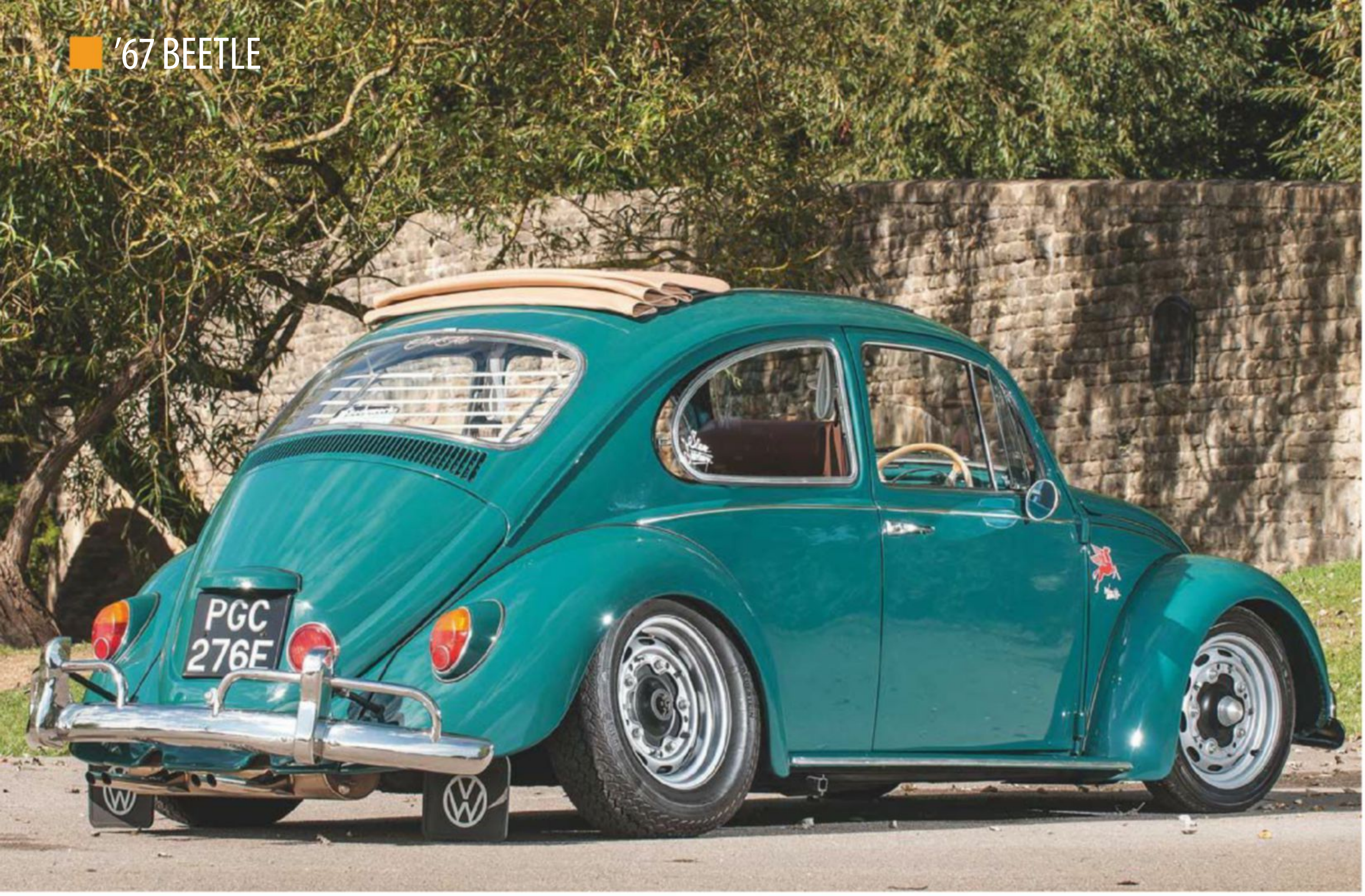


Lowriding '67 on Porsche 356 steels sourced by Charles Harlock of Aircooled Apparel. Note the stainless, four-tip, Abarth-style exhaust

Every car we feature has a story behind it, but some of them have a deeper, more dynamic narrative able to stir up the sort of impact that warrants one of those comic book star bursts with Kapow! written through it. Hand on heart, I think you're going to end up thinking Johnny Pugsley's '67 easily deserves one of them there Kapows. And here's why.

Johnny has been into VWs over 20 years, has been going to shows since the '90s and buys all the VW mags every month, so you wouldn't expect him to buy a Beetle without giving it a serious going over first, would you? So we were surprised to hear him say, "The car was bought blind and as a non-runner. On first inspection, it looked okay, and the original plan was to make good, MoT it and away we go. It was never meant to be an in-depth restoration project." Johnny had the car delivered straight to his good friend, Jamie Franklin of JF Bodyworks in Wendlebury, Bicester (www.jfbodyworks.co.uk) to do the 'make good' bit. However, it was immediately obvious that bit of the original plan was going to take a lot of work. Jamie explains, "The car had clearly had a lot of repairs over the years by different people. Some weren't that badly done, but some were awful. Basically, it was like many Beetles, it needed the bottom six inches of the body replacing." Laughing, he added, "The best bit was when I opened the driver's door and then couldn't shut it again."

> "I liked the thought of a car with performance parts available when the car was new"

Still, Jamie was keen to help out his friend and, as his business was still quite new at the time, he felt it was a good opportunity to promote it, so steamed in. "I walked in the workshop one day and saw the body removed from the 'pan!" recalls Johnny. Don't worry, though, Jamie's intentions were purely positive. "I told him, if you want me to do it, I'm going to do it right. But I'll do it between other jobs to keep costs down." Johny continues: "We ended up replacing the front clip, both heater channels, a-pillar bottoms, the front quarter closing panels, both doors, the decklid and the rear valance – a 1967-specific panel cut out of a donor car in Colorado. The goal was to try and keep the integrity of the car by using original VW metal rather than pattern repair panels."

Max headroom

Although fabric sunroofs were only ever offered on base model 1200 Beetles in 1967 (and were rarely ordered) you'll notice this 1300 Deluxe has a ragtop. As such, we quizzed Johnny on the subject and he explained: "I'd always wanted a ragtop, and even though we were going all the way with this car, fitting a donor roof section wasn't something I was willing to get involved in. So I spoke to R&S Coachbuilts in Kent (www.tudorwebastosunroofs.com) who make new Webasto roofs. The build quality is fantastic and they mirror the roof contour." Peter Bromley Sunroofs in Worcester then grafted it into the body.

Jamie also stripped the floorpan and replaced both 'pan halves, then repainted it before it was built back up with a four-inch narrowed beam, CB Performance dropped spindles, new balljoints and so on. The standard issue drum brakes, adjustable spring plates and a combination of Spax and standard VW shocks. Note, as the car has dropped spindles, the front shocks are stock length and have full travel.

Liam Kelly Crash Repairs of Eynsham, Oxfordshire carried out the new VW L518 Java Green paintwork. While all this was going on, Johnny had been busy gathering the parts needed to complete the car, and this is where things get interesting. The following will give you an insight into the man behind this car: "I'd been attracted to the idea of Vintage Speed, and liked the thought of a car with performance parts available when the car was new." Over the years of avidly reading VW magazines, he had put together a list of elements from the

Porsche 356 seats and VDM steering wheel add to the production performance theme cars featured that he planned to combine into his own dream car.

Let's start with the interior. Johnny had seen a US-built Cal Looker with Porsche 356 front seats. Rather than just thinking they looked good, his thought process went a lot deeper. "I considered the VW and Porsche connection and felt you could have fitted these seats if you were looking to uprate your Beetle in the '60s. I also love the chrome side brackets and the fact the adjustment levers have Recaro on them. I found the seats in my car at a dealer in the States and had them sent over. Surprisingly, they weren't that expensive. In fact, they cost more to ship than they cost to buy!"

"I considered the VW and Porsche connection"

Johnny had already visualised how he wanted the interior to look, and had already ordered the material. "I've got a real thing for Harris tweed and obtained the cloth from a mill in the Hebrides and used it to re-upholster some chairs in my pub [see www.jacobs-inn.com]. I wanted an interior that worked with the paintwork. VW offered a tan interior in Java Green cars in 1967 and I feel this worked very well, so I went for tweed inserts and chose a caramel vinyl to complement them."

The trim father

The trim work was done by Thomas Dee at Dubfather Trim in Dudley, West Midlands (www.facebook.com/dubfather.cartrim) and you only have to look at the photos to see why Johnny is so happy with the results. We think the classic fat biscuit pattern and material choices are bang on. The fact he had a West of England wool cloth headliner fitted by Peter Bromley, like you'd get in a Deluxe Oval or Split, rather than a white vinyl one this car would have come with shows he does what he wants and what he thinks will work best. The oatmeal carpets were made to order by Newton Commercial and complete the interior perfectly.

TECH INFO

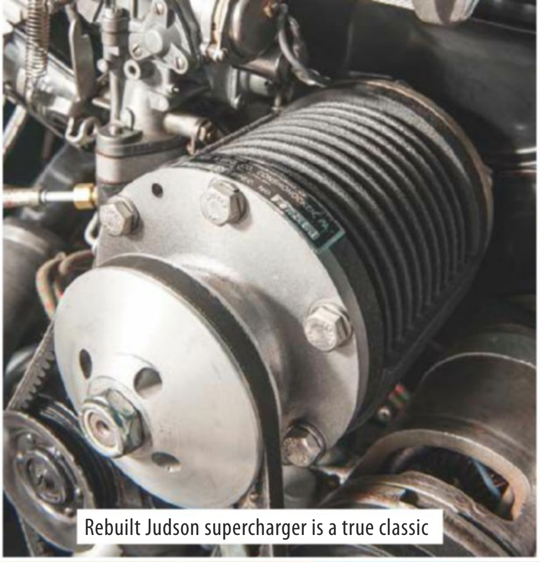
BODY: 1967 1300 Deluxe in L518 Java Green; Webasto sunroof
ENGINE: 1285cc with Judson supercharger
GEARBOX: Stock 1300
SUSPENSION: 4-inch narrow beam; dropped spindles; adjustable spring plates; Spax dampers
WHEELS AND TYRES: 4.5 and 5.5 Porsche 356 steels; 145/65 and 185 x 15 tyres

Before we move on from the interior, there are a few more elements to talk about. Johnny has added some choice parts he's collected along the way and we think they really add to the car. There's a period sports steering made by the German company VDM (the same wheel was sold in the USA by EMPI), a 1960's VDO rev counter and a trio of small 6V VDO gauges to monitor amps, oil temperature and pressure. The accelerator pedal, locking Gene Berg shifter and new Britax inertia reel seat belts are contemporary parts, the latter being fitted so Johnny's kids, Olivia (7) and Josh (5) came travel in the '67 in safety.

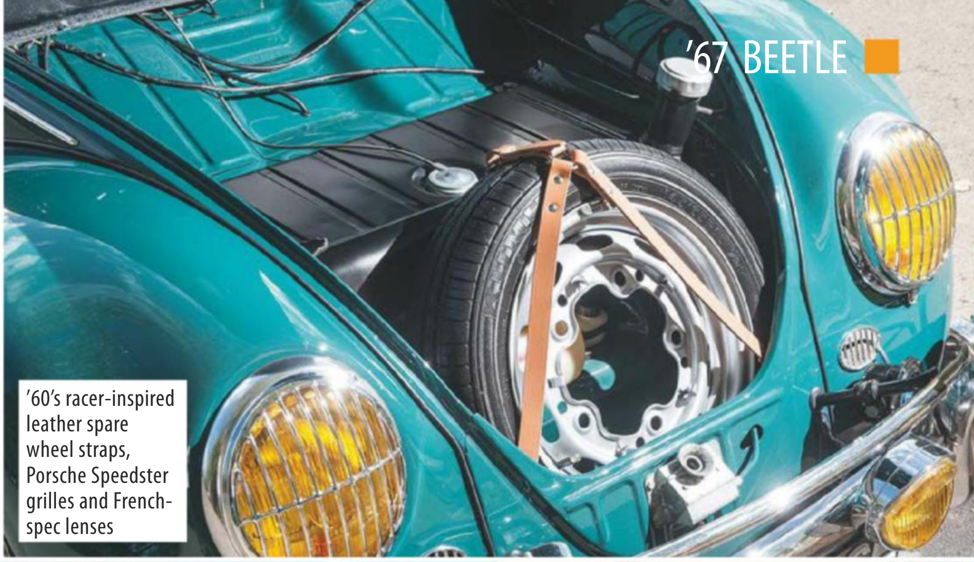
Vintage vroom

Intentionally, we have left the best part of this car until the end, as it's worth waiting for. Johnny: "A Judson supercharger had been on my wish list for years. I had spent a lot of time looking into them and really liked the idea that you could have ordered a kit for something like $150 and fitted it to your car yourself in your garage. I could have spent a lot less to go faster, but it was the mystique of having a vintage supercharger that made me decide early on this was the way forward for this build." At this point, we should explain Charles Judson's company, Judson Research and Manufacturing, based in Conshohocken, Pennsylvania produced supercharger kits for numerous cars from the 1950s through to the 1970s. The rotary vane Type 2 supercharger was introduced in 1960 to fit the new-style VW engine with bolt-on

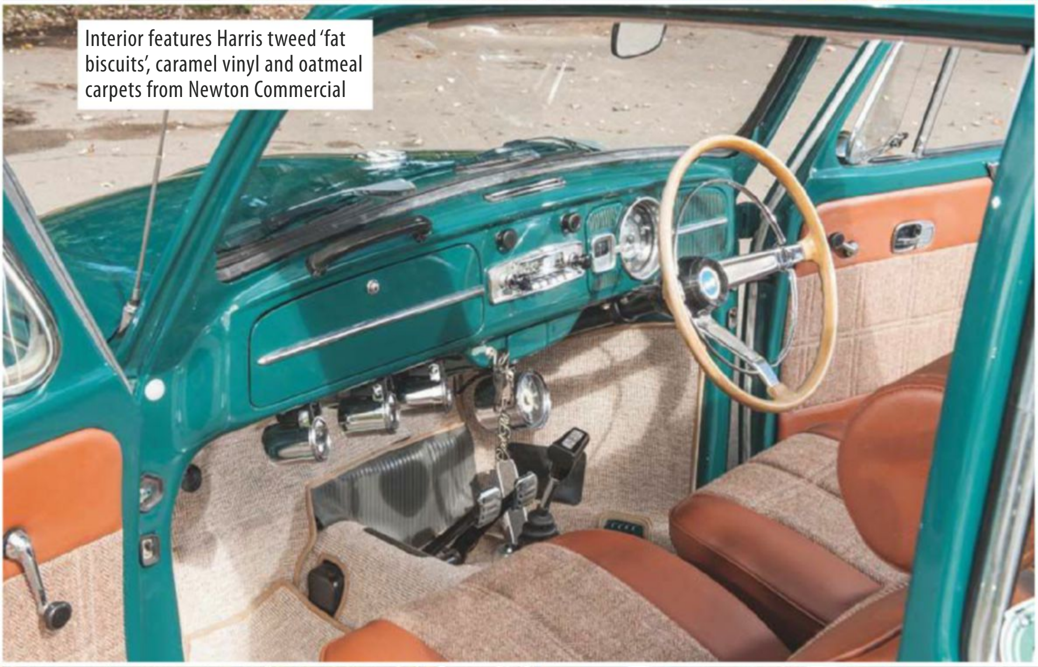
Side on, the low-riding stance is obvious, but Johnny feels it's a tad too low for our roads



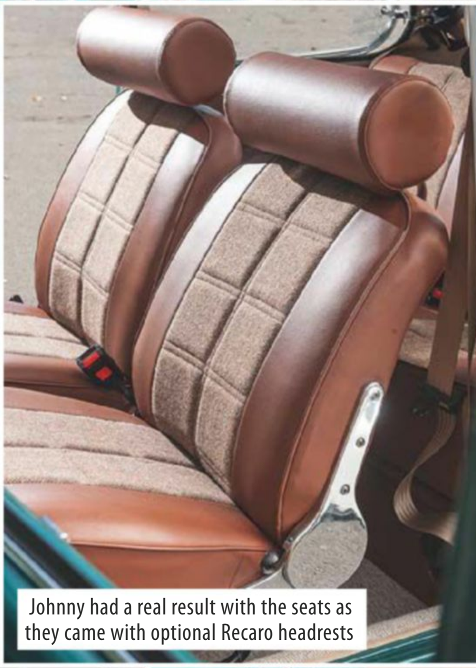
Rebuilt Judson supercharger is a true classic



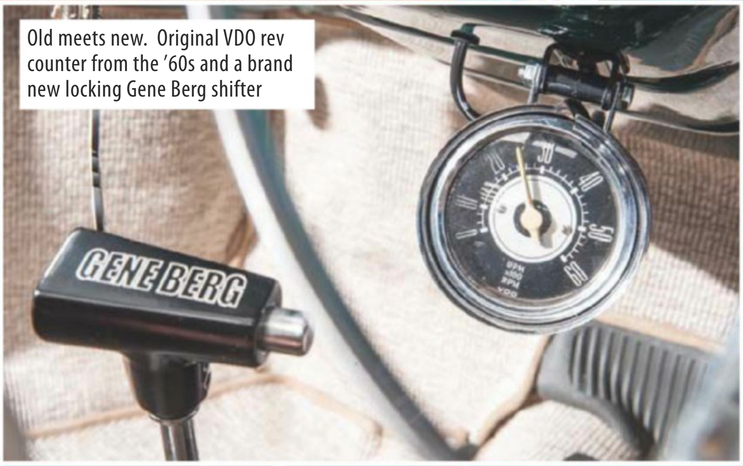
'60's racer-inspired leather spare wheel straps, Porsche Speedster grilles and French-spec lenses



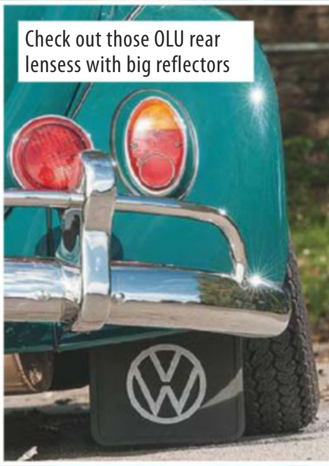
Interior features Harris tweed 'fat biscuits', caramel vinyl and oatmeal carpets from Newton Commercial



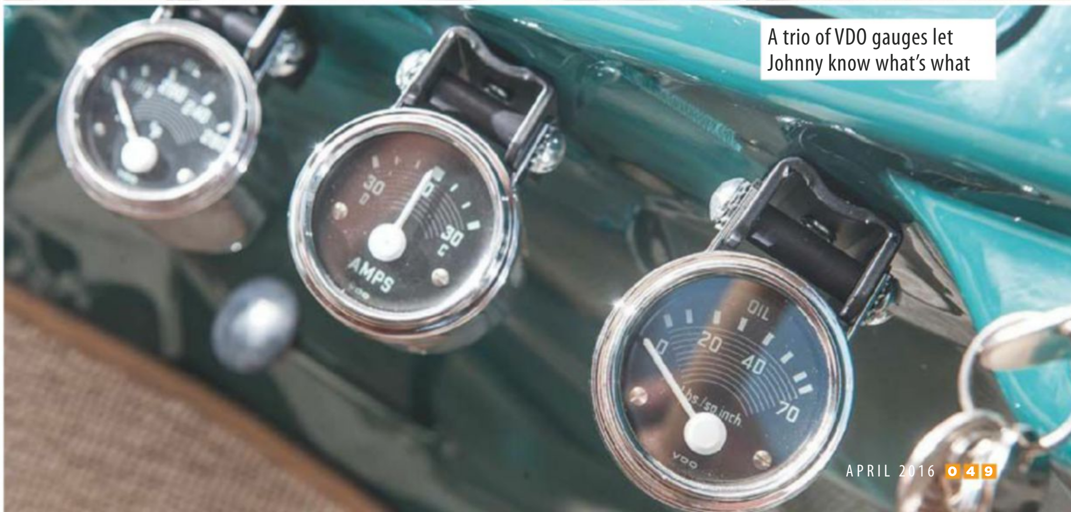
Johnny had a real result with the seats as they came with optional Recaro headrests



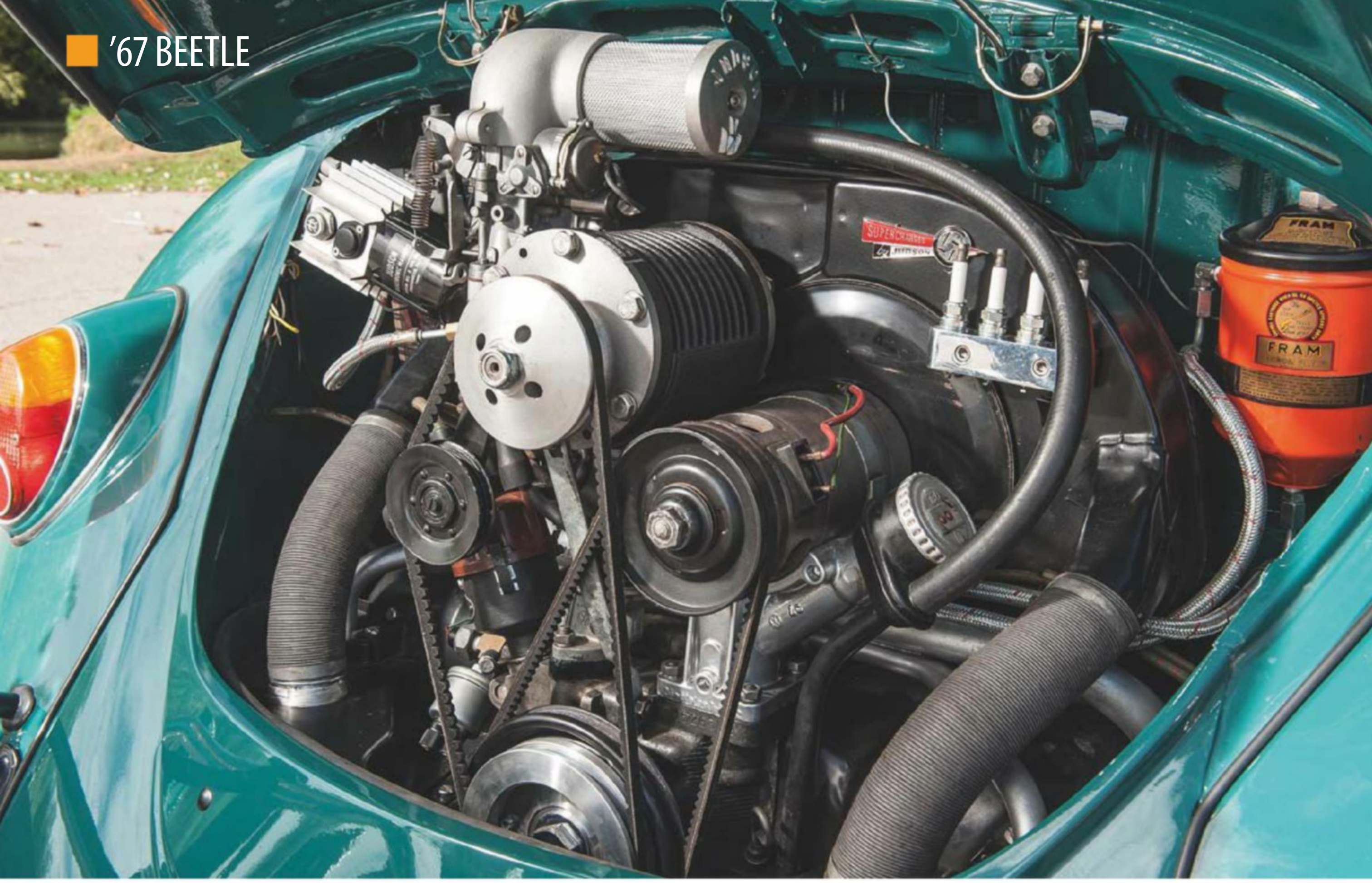
Old meets new. Original VDO rev counter from the '60s and a brand new locking Gene Berg shifter



Check out those OLU rear lensess with big reflectors



A trio of VDO gauges let Johnny know what's what



Engine is a late rebuilt 1300 with a Judson blower and magneto, Fram oil filter and a Bosch 019 distributor

generator stand. The performance improvement was advertised as 19bhp, which claimed to knock 0-60mph times down from 28 seconds to 13, adding 14mph to the top speed.

Johnny was fortunate to find a rebuilt unit, but we all know there's no point putting a cherry on a turd. So he had the old 1300cc engine rebuilt by a chap called Stan (a friend of Jamie) to stock spec so as to not put too much strain on the supercharger. "I also picked up a Judson magneto and a Fram oil filter. After doing some research on the fantastic Judson register website, I ordered a set of oil lines and a belt tensioner from Mike Bucchino in the States. Unfortunately, the first batch of parts went missing somewhere but Mike was kind enough to send me a second set."

Johnny was gunning to get the engine up and running so the car could be debuted at the 2015 *VolksWorld* Show. Unfortunately, there was an issue with the carburettor, and time simply ran out to fix it, meaning the car had to be pushed in rather than driven. A rebuilt Solex 34ICT carb has since fixed the problem and Johnny has been enjoying driving the car since. "Having a '67 with a Judson is something I love. I feel connected with the car and I'll take it to my grave. I was always conscious of what the value of the car would be at the end of all the work, so I tried to keep to a sensible budget." For our money, we just love the fact he's gone his own way with this car, and pulled it off so well. Top work Johnny!

> "I feel connected with the car and I'll take it to my grave"

BEHIND THE WHEEL

Having last driven a Beetle almost 20 years ago, I couldn't wait to drive the finished car you see here. Not getting it running in time for The *VolksWorld* Show was a disappointment, so when Jamie finally got her working I raced over to his workshop for a test drive. Not only did she look stunning, the Vintage Speed exhaust and Judson supercharger made a great noise. We spent the rest of the afternoon hammering her around Oxfordshire country lanes grinning form ear to ear. Since then, as you can imagine, she has generated lots of attention everywhere we go and the kids love riding around with the sunroof pulled back. Finally, having not only a '67, but the '67 of my dreams, with all the elements I wanted, is a great experience, and quite a surreal thing and, well, I love it!

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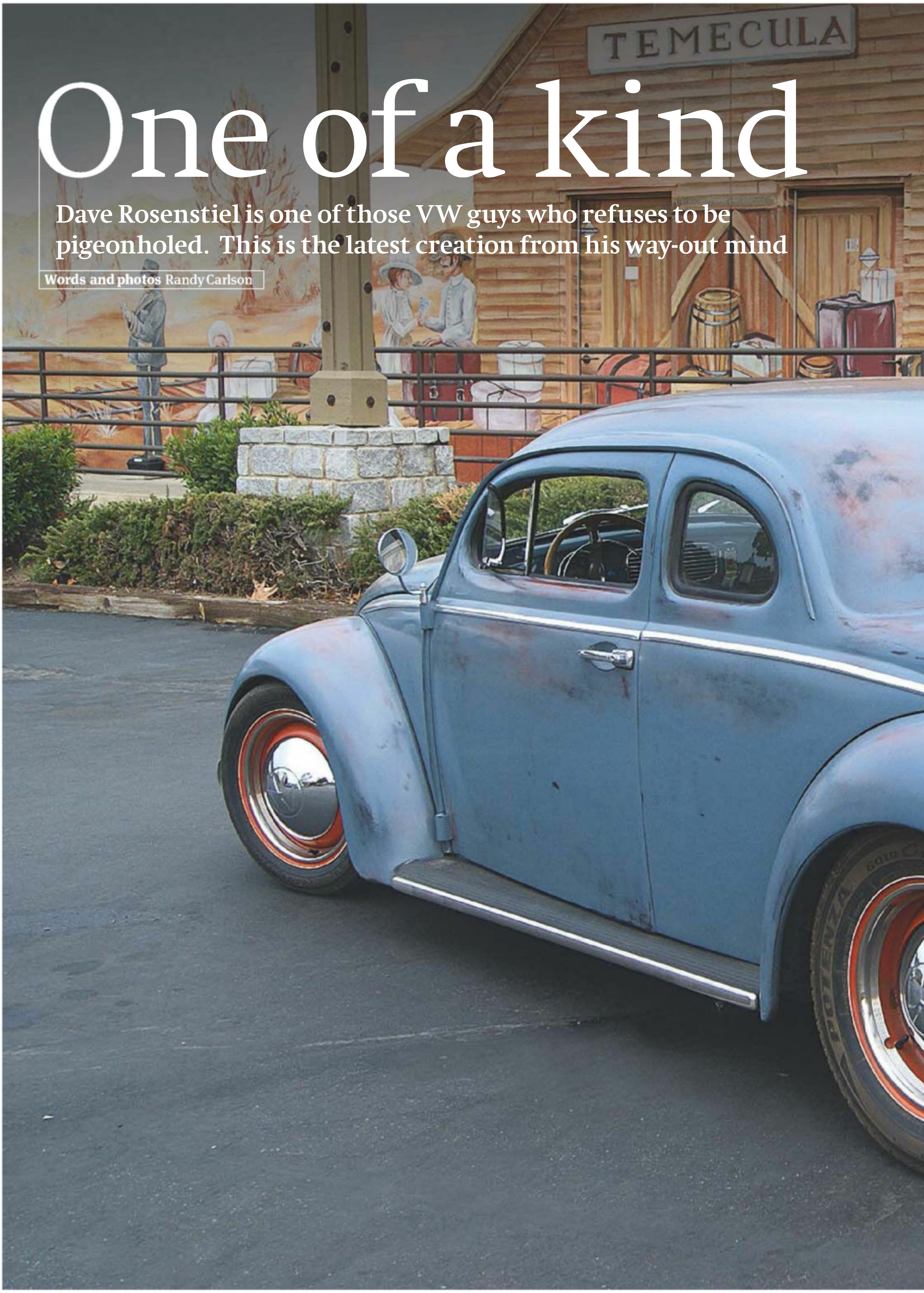
One of a kind

Dave Rosenstiel is one of those VW guys who refuses to be pigeonholed. This is the latest creation from his way-out mind

Words and photos Randy Carlson



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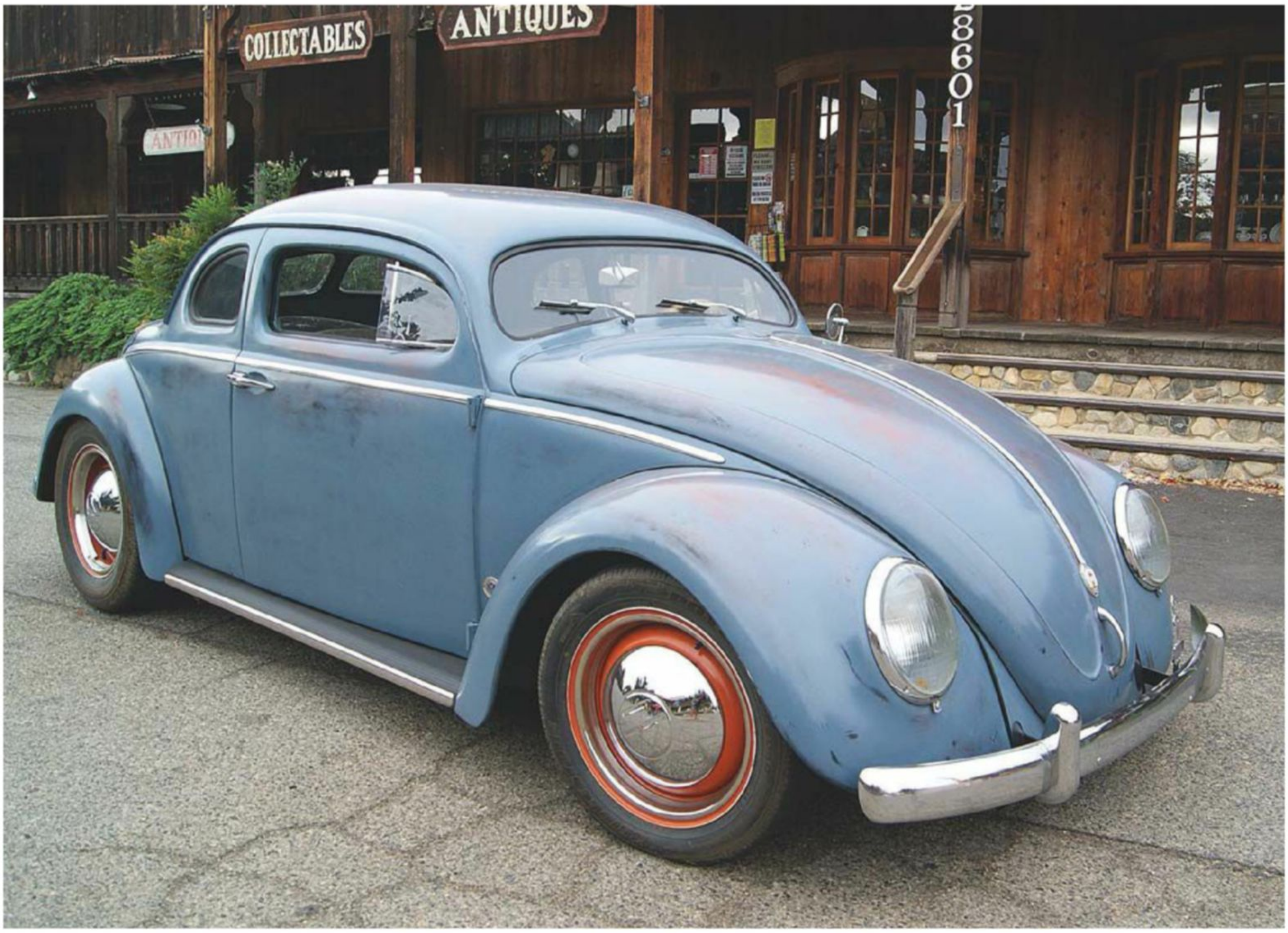


At first glance, from this angle the car looks like a regular chopped Beetle, but then you notice there's something going on with the roof line

One of the best parts about the VW scene is the wide variety of approaches towards the build of one. From an all stock restoration to a wild custom, there is a seemingly endless choice of paths towards a completed car. As varied as the cars are, the people as well all have a unique story and way of doing things. As I look back on the VWs I have seen over the years, there are certain cars and certain people that seem to bubble to the top of the pot. The folks I have the greatest respect for are the ones that do things all by themselves. Anyone with a fat wallet can have someone build them a cool car, but a working man with limited means and the persistence to follow through a dream bit by bit, week after week and year after year in his own garage, I have the utmost respect indeed. The builder of this car is one of those men.

A career in craft

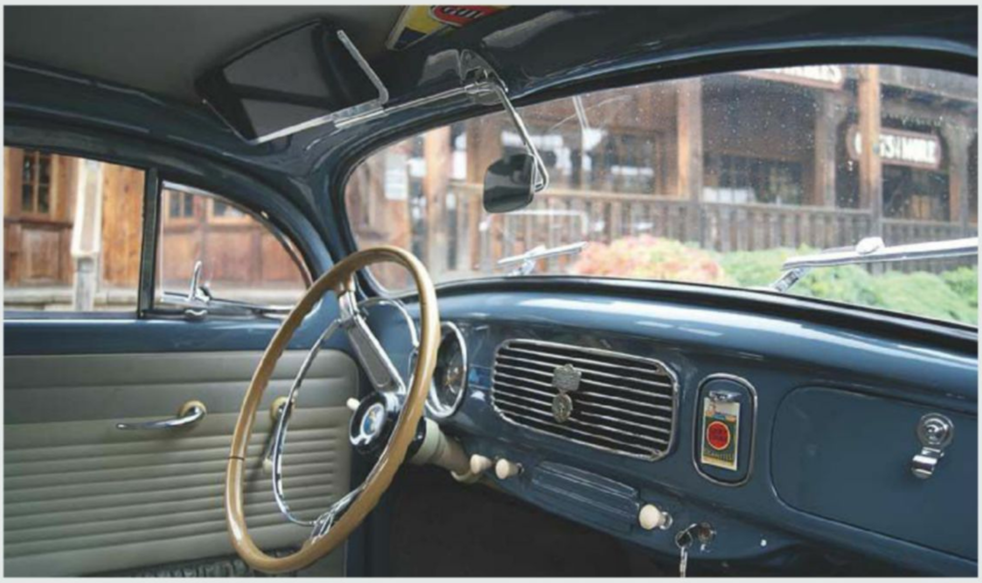
Dave Rosenstiel of Arizona is a long time VW nut that grew up with a father whose trade was car bodywork. Dave picked up on the craft but never made it his career. He built a slick custom Ghia coupé that made it into the pages of *Hot VWs* in the 1990s, and followed that up with a chop top Beetle sedan that was a stand out as well. In the early '90s he started a project based on the prototype Hebmüller roadster, and crafted an all-steel version that he showed at the 1998 VW Classic when Hebmüllers were the featured display. It was here that our paths first crossed. I was quite taken by his matt black Heb-alike and just kept coming back to take another look during the day at the show. Towards the end of the event, I approached Dave to chat more about the car. He was kind enough to take me for a ride in it and describe the long build process. I left him that day with my 'phone number and the age old, "If you ever want to sell it…" speech.

A few years later Dave contacted me and told me he was ready to sell. I couldn't have been more excited. We struck a deal over the 'phone, and I sent him the funds. A week later, the car showed up at my doorstep and I set out to give it my own touch. You see, Dave never really finished the roadster. He completed the bodywork, had it running and driving, but never put it into paint or completed an interior. I set out to complete it and give it the respect it deserved. Inspired by his hands-on approach to the build, I painted it myself in my own back yard. The interior was done by a local shop and I gave the car the official name, the 'Rosenstiel Roadster.'

> "I set out to complete it and give it the respect it deserved"

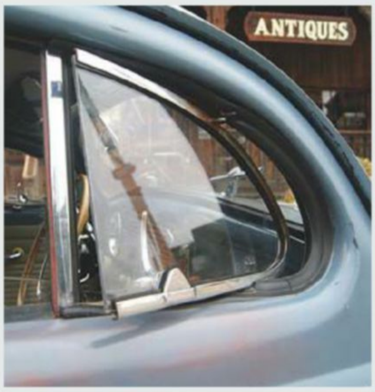
It went on to be featured in magazines worldwide and pulled home a lot of awards. I loved that car dearly and kept it for several years, until after the financial crisis of 2008 I found myself in a spot that forced the sale. The car ended up in a collection in Europe and, since then, I have told many a person that if there ever were a VW from my past I would want back, it would be the Rosenstiel Roadster.

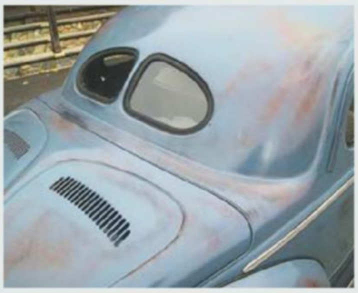
But then, in June last year, I received a call from Dave to tell me he had another project that he was considering letting go. This time, it was a coupé version of the roadster. He was so pleased with what I'd done with his old roadster that he wanted to see what I would do with the coupé. As luck would have it, I was heading



Oval dash and windscreen section grafted in helps confuse onlookers as to what year Beetle this car started life as

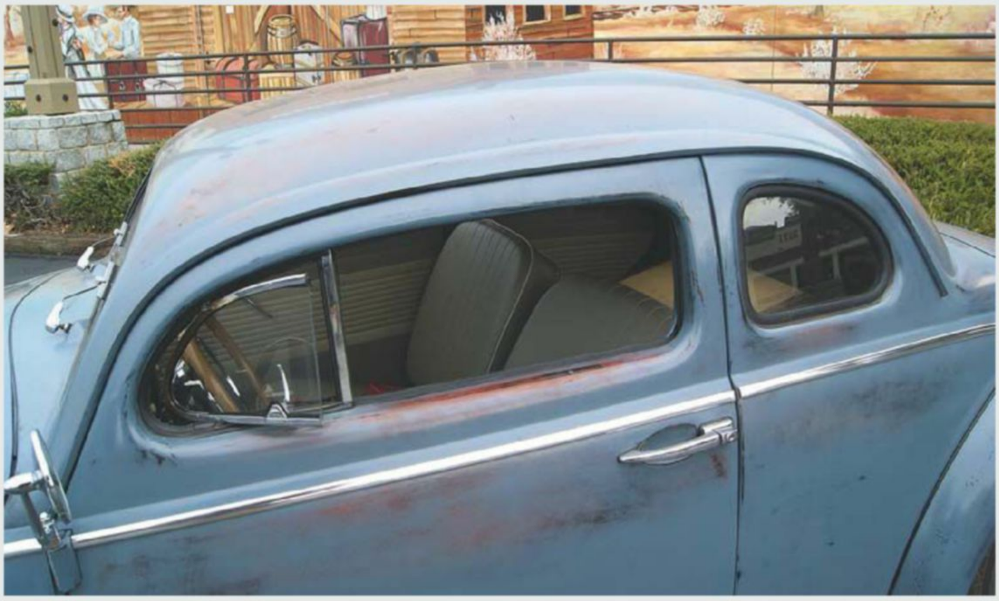
Cut-down quarter lights were a ballache to do, but make the car look more 'factory'



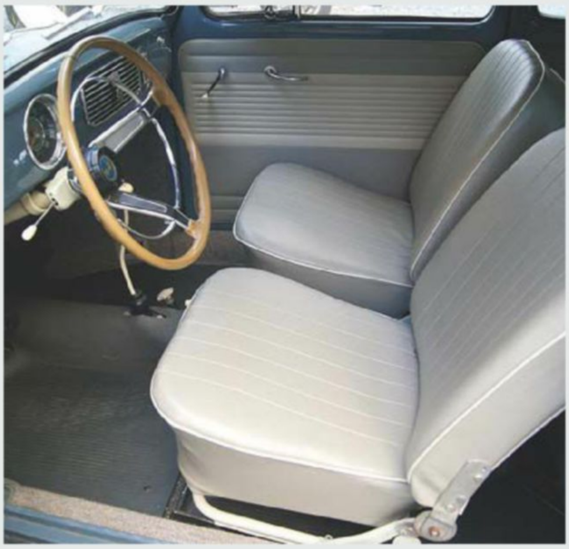


According to Randy, every part of this car, including the rear windows, has been formed from Beetle parts

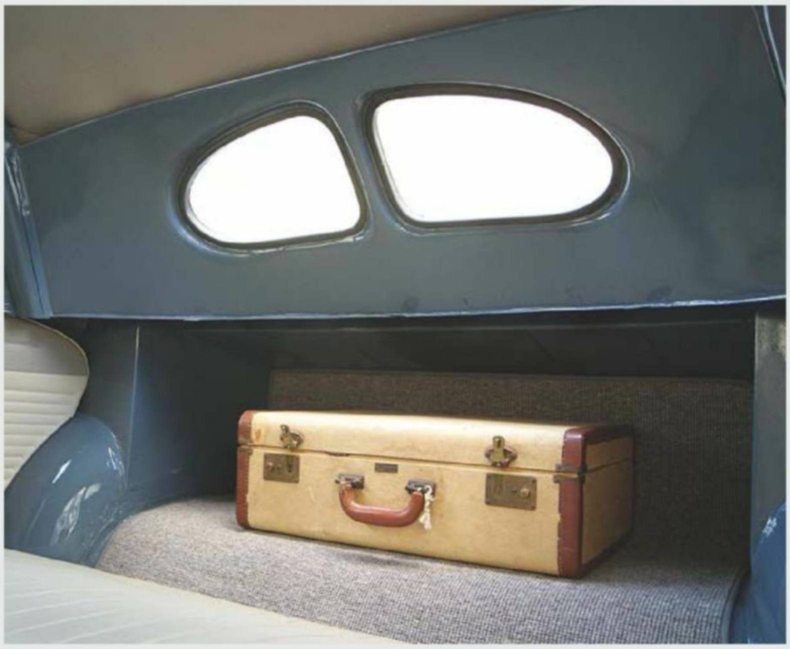
What do you reckon? We're going for a five-inch slice, but it could be more. Either way, it's had a ton of work



Look at a '37 / '38 Ford and you'll see where the inspiration for the re-profiled roof came from



'60's-style vinyl interior is from TMI and that EMPI VDM 'coach' steering wheel adds a bit of pizzazz



The kids may not be able to sit back here any more, but there's still some useable luggage space behind the rear seat

TEMECULA
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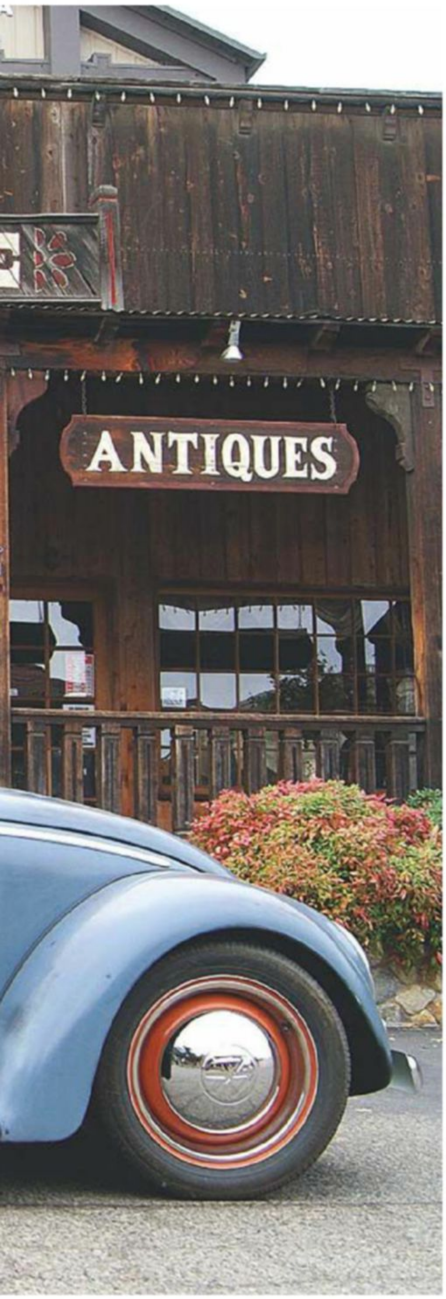
Though some have likened this car to the one-off Stoll Coupé, as rebuilt by ex-*VolksWorld* contributor, Bob Shaill, to us the split rear window gives it more the look of one of Burly Burlile's old 'Büffel Koupes', albeit heavily hammered. Go Google if this is all Greek to you

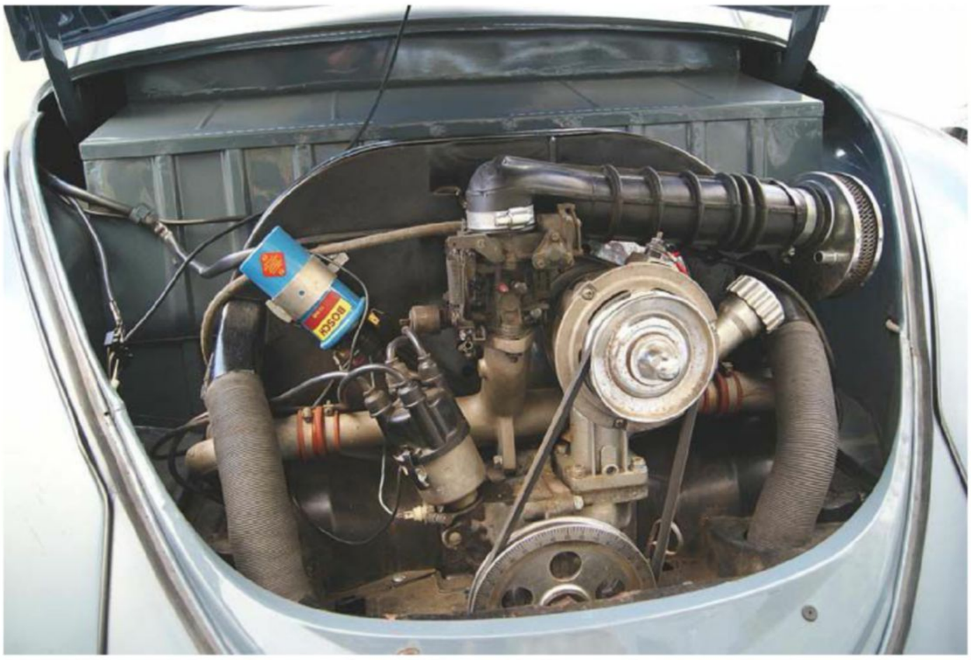
to Arizona the next week to drop off a car for a client and would have an empty trailer and cash in hand. After a wonderful visit, we loaded his new project onto the trailer and I hauled it back home. The next morning I rolled it into the workshop and sat and stared at it for a while while I fired up the dream factory in my mind.

Full force ahead

By the end of the day I had my plan in mind and, with just 10 days to go before the VW Classic weekend, I threw caution to the wind and jumped in full force. I cautioned my wife and family that I was embarking on a wild plan and apologised in advance for my actions. Before going to bed that night, I had stripped the car down to a rolling 'shell. The next day I spent gathering parts and supplies and, that evening, masked off the door jams and under bonnet areas. Paintwork followed the following day with gloss on the interior and a faux patina finish on the outside. Seven days later, on the eve of the show, it was a complete car again. Looking back, it was an insane quest, but the looks and stares of the folks at the event made it all worthwhile. Best of all, I did darn near the whole job myself, with the exception of the wiring and some help with the engine install that my friend, Sebastien Schmit, pitched in on.

Other parts pirated from an Oval include the fuel tank. Note the car has gloss Dove Blue paint on the in and Scotched-off matt on the out





TECH INFO

BODY: 1961 Beetle, roof chopped and coupéd; Dove Blue paint, gloss in, 'fauxtina' on the outside
ENGINE: 1600 mystery motor
INTERIOR: '60's-style vinyl trim; EMPI VDM steering wheel
WHEELS AND TYRES: Stock VW solids, rears widened to 6J; big logo hubcaps; Ford trim rings; 135s and 185s

^ 1600 'mystery motor' has a Ghia air pipe and pancake cleaner as clearance has been severely reduced by the Heb-style decklid

100000 KILOMETER

^ 100,000km badge has been added to the front quarter panel

< Embossed VW logo on the bonnet previously made its home in a hubcap. Inspired, huh?

Enough about my involvement though, let's get on to the car. It is based on a 1961 Beetle that Dave bought as a derelict Baja Bug from a friend. Parts and pieces for several other VWs went into the build, including the front cowl and bonnet of a 1303 Super Beetle that helped make the upper part of the new engine lid. The pressings in the lid were shaped by hammer and a special die Dave made out of angle iron in his back yard. The rear windows and smaller side windows were crafted from sections of rear quarter windows, while the dashboard and whole front roof section from an Oval was worked in, together with H-pattern aprons front and rear for a more vintage look. The embossed VW logo on the bonnet came from a hubcap and the access plates behind the spare tyre were made from the same.

Details like this continue the more and more you look at the car, nearly every corner of the car has a mild change to it, but the overall flow and design of the car is just so right.

The engine is a simple 1600cc mystery motor that I pulled out of my parts shed, the front beam already had adjusters and the rolling stock is 15-inch, wide-5 steels, with the rears widened, and all four wearing a set of grooved stainless trim rings for a vintage Ford.

The end result is as unique as its brother, the Rosenstiel Roadster, and the reactions to it have been just as strong. The best part about it in my eyes is that, just like the roadster, it is a car that was built for pennies from cars that were headed to the scrapyard. True vision, talented hands and endless hours in the shop banging it all together turned out a masterpiece. No shiny workshop or huge piles of receipts, just good old hard work in whatever space you have and the persistence to see it through. Further proof, if it were needed, that you don't need to be wealthy to have a truly special car, you just need to get off the couch and keep moving. ■

> "You don't need to be wealthy... you just need to get off the couch and keep moving"

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Super try

First timer knocks it clean out of the park

Words Hue Smith **Photos** Mike Prior

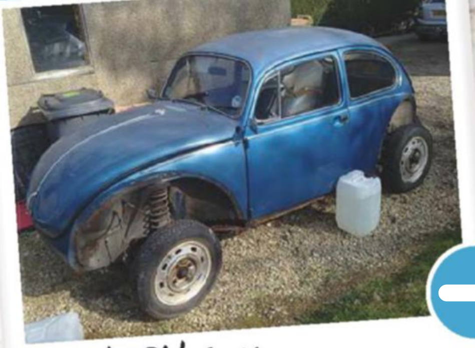
My 1972 1302S Beetle came to me as a Christmas present from my parents in 2009. I was 16 at the time. Prior to that, we had talked about getting a Beetle and even looked at a few but, as I couldn't drive at the time, there was no real rush to buy one.

All I can remember is walking into the garage on Christmas morning and seeing the blue Super in there with a bright red ribbon over the roof. She was looking a bit sorry for herself – the paint was faded, there was rust and dents – but this didn't put me off. She was my Beetle after all.

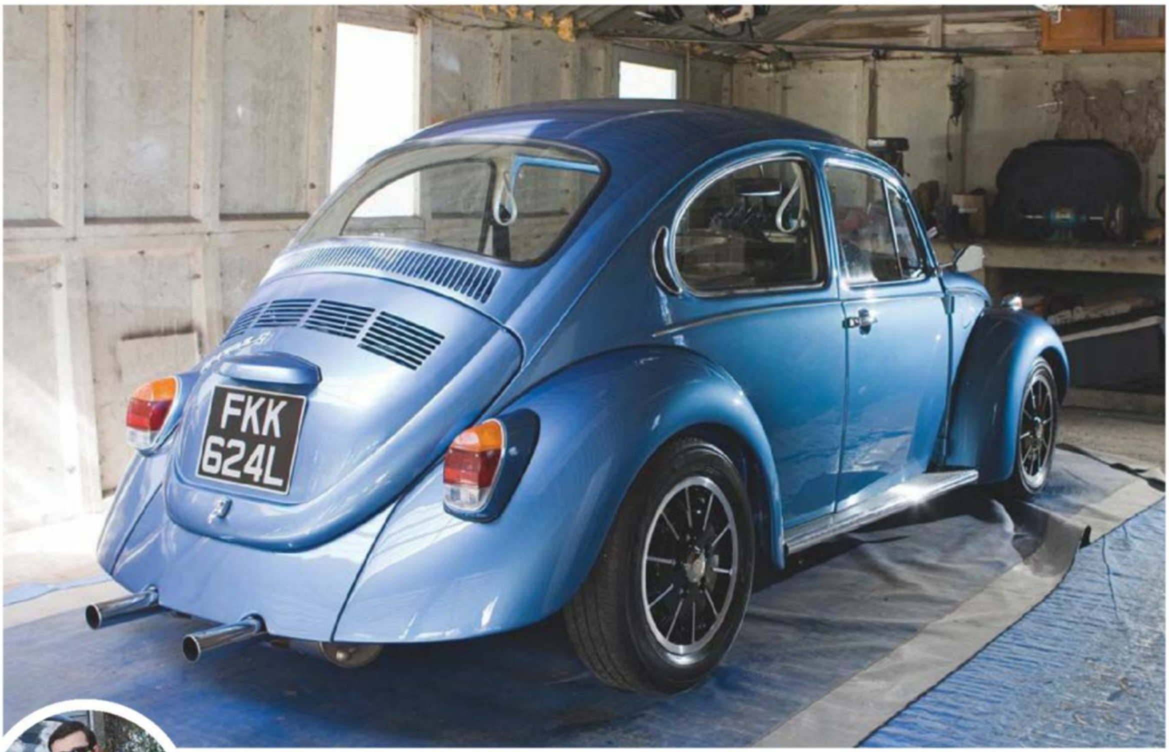
My dad and I drove it down to the local garage, but got about half-way before she ran out of fuel. Bad times. We filled her up and eventually got to the garage for the MoT, which she failed, but only on minor things like excessive rust under the battery, no hazard lights and play in the track rod ends. All easy fixes, so I got her back in the garage and started removing parts so I could do the required welding and have a deeper look. The more carpets and parts I removed, the more problems I found. It wasn't going to be a quick fix after all.

My cousin, John, was into his cars at the time so started coming over at the weekends to give me a hand. All the usual places were bad – front and rear 'arches, heater channels, floorpans, bulkhead, a-pillars – all were pretty much

RESTORATION TIMELINE



1 MARCH 2011
Car looked pretty good until the stripdown started...



Gemini Blue is a lovely colour, and looks great on either stock or modified Beetles

Adjustable front MaXX stuts are from long-established Super Beetle specialist, Topline in Anaheim, California

BUILDER INFO

NAME Hue Smith

AGE 22

LOCATION Oxford

JOB Farrier

BIGGEST CHALLENGE All of it, especially the body and wiring

FAVOURITE PART Putting it back together after the respray

WHAT'S NEXT? Loads. A bigger engine, upgraded brakes and maybe the gearbox, too

just filler, covered up with underseal, which made it worse. What had looked like an easy project soon turned into a massive one. It was at that point John muttered the words, "Hue, you should restore it. It won't take that long." We certainly didn't think at the time it would take four years!

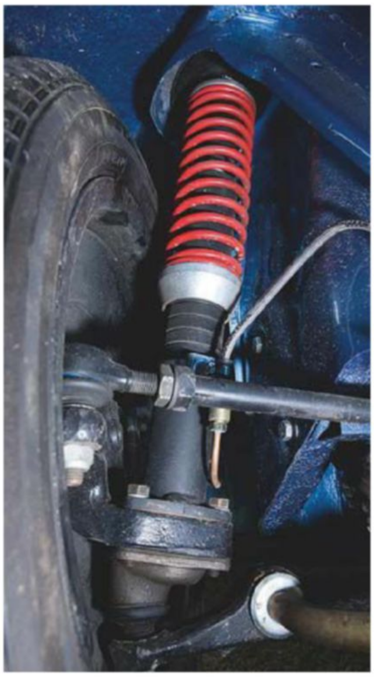
We did some research and decided to split the body from the floorpan, but not before stripping the car down to a rolling 'shell. However, even with all of the bolts and connecting parts removed, we couldn't separate them, so we rolled the car into the garden and turned it onto its side on a mattress to have a look. It was then we found somebody had badly patched up the heater channels and fixed the body to the floorpan. Once cut apart, the body lifted off pretty easily.

> "Every pay cheque I got was used to fund the project"

First, we started work on the floorpan, stripping it to bare metal. We ended up replacing the framehead bottom plate, Napoleon's hat and both floorpans, then painted it all in gloss black enamel.

Once the floorpan was up and together, I made stands out of some old scaffolding trellis and welded braces between the door posts to stop the body flexing. In the end, we cut out and replaced the heater channels, front and rear inner 'arches, front bulkhead, rear quarter panels and the rear apron, plus any other rust we found. What I quickly learnt is it all takes much longer than you think, and when it's your first time working on a Beetle.

With new doors fitted, it was starting to look like a car again, but it probably took a couple of years to get to this stage



2 OCTOBER 2011
Stripped Beetles make great garden ornaments

3 OCTOBER 2011,
Apart from the pan halves, napoleon's hat and...

4 OCTOBER 2011
...framehead, the floorpan was solid!

TECH INFO

YEAR 1972

ENGINE Rebuilt 1600 twin port with Vintage Speed exhaust

SUSPENSION Topline MaXX struts; lowered front anti-roll bar; rear spring plates turned on splines

BRAKES Porsche pattern standard VW discs / drums

WHEELS SSP repro Gas Burners in Porsche PCD. Tyres are Yokahama 175 55 r15 on the front and 185 65 r15 on the rear

OUR OPINION

As soon as I saw a picture of this car I knew I wanted to get it in the mag. Hue, and everyone who helped along the way, deserve all the recognition they deserve. Firstly, for restoring a largely unloved model, and secondly, for the way it turned out. ***James***

New perforated vinyl headliner, fresh carpets, new TMI seat covers. Tidy job, huh?

The 1302 is the late model zwitter, combining a flat 'screen and earlier dash (though now padded) with the bulbous bonnet and strut front end of the 1303. Quirky

as I was in full-time work and only on apprentice wages. It was hard to find the money to buy the parts I needed, plus I had to concentrate on my college work. Every pay cheque I got was used to fund the project, but this didn't bother me as I was really enjoying doing it.

All in a Day's work

I test fitted the engine lid, bonnet and the new wings, which are glass fibre ones from Day Mouldings (they're very well made and much better than any metal reproductions on the market). Once all the parts were fitting correctly I started rubbing the body down ready for paint. I wanted to do as much as possible myself, but paint was not one of them. A family friend, Alan, had agreed to paint the car, so we fabricated a small trolley for the body to go on so we could transport it to his workshop. Once it was there he did all the fine tuning on the body to get it looking spot on. I popped in from time to time and somehow got lured in to putting an engine in a Mini at one point, but the Beetle was coming on very well.

Meanwhile, I started rebuilding the floorpan with new brake lines, bearings, cables and brakes. I managed to find a new old stock master cylinder online, which was great. I also adjusted the spring plates to lower it. It was nice to be finally rebuilding the car with new parts.

When I got the call saying the body was ready I was very excited to see it. It looked amazing! I chose the original Gemini Blue Metallic and have no regrets about it. Alan did an amazing job, and every part of the car was painted – inside, underneath, everywhere, with new seam sealer applied. It was just immaculate.

Once the body was back on the floorpan, and the MacPherson struts and wheels re-fitted, it was now a rolling car again and we could safely move it back to my garage for the final push.

Working nights

Once the car was back home, I spent most evenings and weekends on it, sometimes working 'til 3 or 4 in the morning. I began by installing the main parts like the gearbox, which I serviced and painted silver. I stripped the original 1600 twin-port engine on a stand to clean it. It didn't have any end play, but I thought it would be a good idea to remove the heads and barrels, which I had honed. I re-fitted them with new piston rings and re-seated the valves. I sprayed the tinware with enamel paint and made the effort to get the heater system all working correctly, with the original thermostat. I rebuilt the Solex 34PICT carb and got all new ignition parts, then set the valve gaps and, with a new clutch installed, it was ready to put in the car. It's not a show engine by any means, but a good, clean, standard example that should be good for many more miles to come.

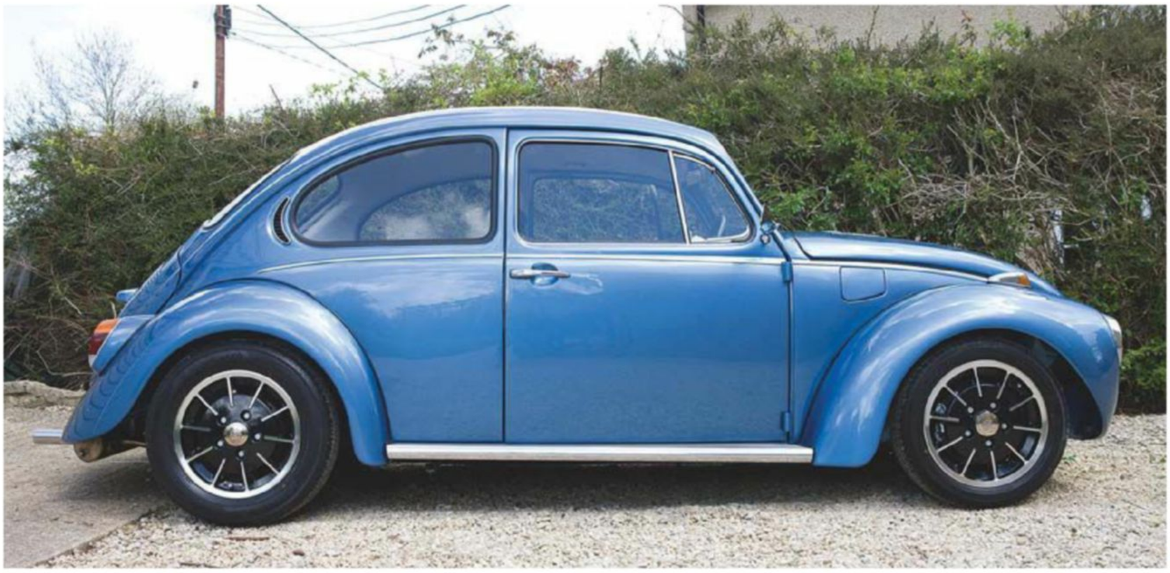
I was dreading the rebuild as I didn't want to damage the new paint, but I just had to grit my teeth and be as careful as possible. The doors were by far the trickiest part. Trying to fit the quarter windows and seals without damaging the paint was a nightmare, but the most stressful

TOP RESTO TIP
Carefully plan your budget and then throw those plans out of the window. It will definitely cost more than you think it will

5 APRIL 2012
New floorpans, new crossmember, lots of work

6 JULY 2013
Stripping and first prime was done at home

7 NOVEMBER 2013
Freshly repainted body reunited with the chassis



Hue reckons the combination of suspension mods, disc brakes and 1600 engine make for a car that really goes, stops and handles. We reckon it looks pretty cool, too

Original motor has had the barrels honed, new rings, heads freshened up, valves re-lapped and a carb rebuild. It's now on song

Thanks to family friend, Alan, the car was given a full in and out repaint. Wiring was a challenge, but one that Hue persevered with and overcame

> "I found it was actually quite basic, as far as electronics go"

part was the wiring. It's not my strong point, but I printed off a wiring diagram from thesamba.com and, once I got my head around how the system works, I found it was actually quite basic, as far as electronics go. I was lucky to have lain from Aircooled Auto Electrics give me a few pointers, which helped a lot, but my perseverance paid off in the end.

To the Maxx

I ordered some adjustable MaXX struts from Super Beetle suspension specialists, Topline in the States, along with a lowered anti-roll bar and bushes. I'm pleased to say their parts are very good quality. Brand new front calipers, braided hoses, bearings and Porsche pattern discs and drums meant I could fit a set of SSP Gas Burner alloys. I couldn't have chosen a nicer wheel for it, they were originally fitted to '70's Porsches so are the perfect age for my car, and have the retro feel I was after. They also match perfectly with the aluminium running boards I had chosen.

With the fuel tank painted and installed, along with the new fuel lines, it was time to turn the key. It was a nerve-racking moment, but the engine started with ease and, with some fine tuning, was running like a dream. I was very relieved! With the Vintage Speed stainless exhaust fitted it sounded lovely, and I couldn't wait to take it out for a test drive. It was not a fun experience with the tracking out, but everything else felt good so it was back to the garage to complete the finishing touches.

Before I had a local place install the headliner and carpets, I applied loads of cavity wax to prevent rust and then used TMI covers to re-do the seats.

We had it MoT'd and the tracking done at the same garage as before, and the transformation was unbelievable. Every part of the car is how I want it and it turned out much better than I ever thought, or hoped, it might. Best of all, I love driving it, and I now wouldn't swap it for anything.

Thanks to all my friends and family who helped me and made it possible for me to get this car finished. ■

8 JANUARY 2014
Stock engine, but a
Vintage Speed exhaust

9 FEBRUARY 2014
A man after our Steve's
heart. Dynamat detailing

10 MAY 2014
New headliner in, new
carpets and looking good

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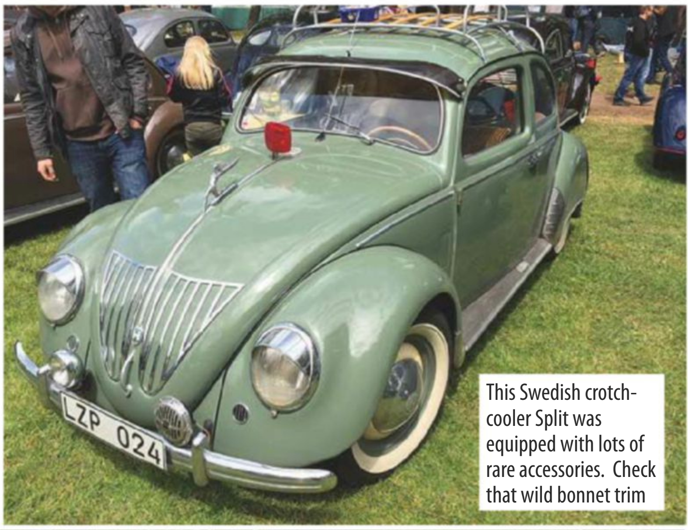
The tenth anniversary

36 years and still going strong, the mother of all vintage VW shows still rocks

Words and photos Georg Otto



This Swedish crotch-cooler Split was equipped with lots of rare accessories. Check that wild bonnet trim

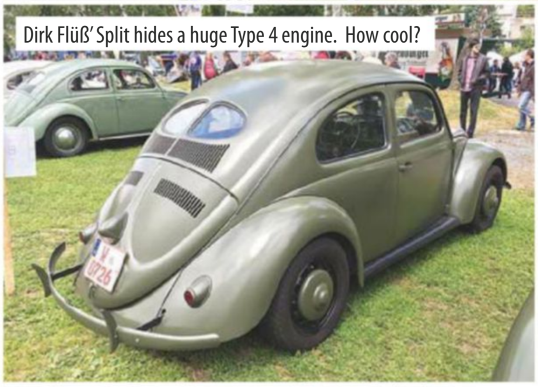
It's a show like no other. The VW Veteranen Treffen is the longest running vintage VW show in the world. Heinz-Willi Lottermann, a VW dealer in the small city of Bad Camberg, Germany, organised the first meeting in 1979. Back then, it was a small, select get together with participants mainly from Germany, but also from Belgium, The Netherlands and Great Britain. Around 30 Beetles came together, with a Hebmüller and a Rometsch thrown in for good measure. Most people didn't get what Heinz-Willi and his friends were up to. Remember, 36 years ago Beetles were everywhere and a Split was just an old, slow Volkswagen. Nevertheless Lottermann decided to organise the little meeting every other year and it started to grow with every new edition.

The legacy continues

Later, Heinz-Willi and his brother changed the rotation to every four years, just like the Olympic games. When Heinz-Willi passed away in October 2000, his son, Markus, his brother, Michael, and Michael's wife, Birgit, decided to continued the show. And what an event it is today. Last year saw the 10th anniversary show take place, with space for 300 cars on the main show ground, the sports field of Bad Camberg. The grass court is surrounded by old trees and a huge marquee caters for the *German Gemütlichkeit*, with traditional brats and beer for the visitors. Due to the limited space, only stock or period modified cars are allowed to enter the show, giving the event a very special atmosphere. People who weren't able to get one of the 300 spots still come with their air-cooled cars and park them all over the little town, so it's always worth going for a walk through the picturesque streets. But don't go too far, as the huge swap meet must be explored, too. Here you'll find everything from NOS parts for Hebmüllers to KdF-Wagen brochures and other hard-to-find treasures. If you don't find it there, it probably doesn't exist, though expect to pay some high prices, as there is always a bit of Camberg added tax!

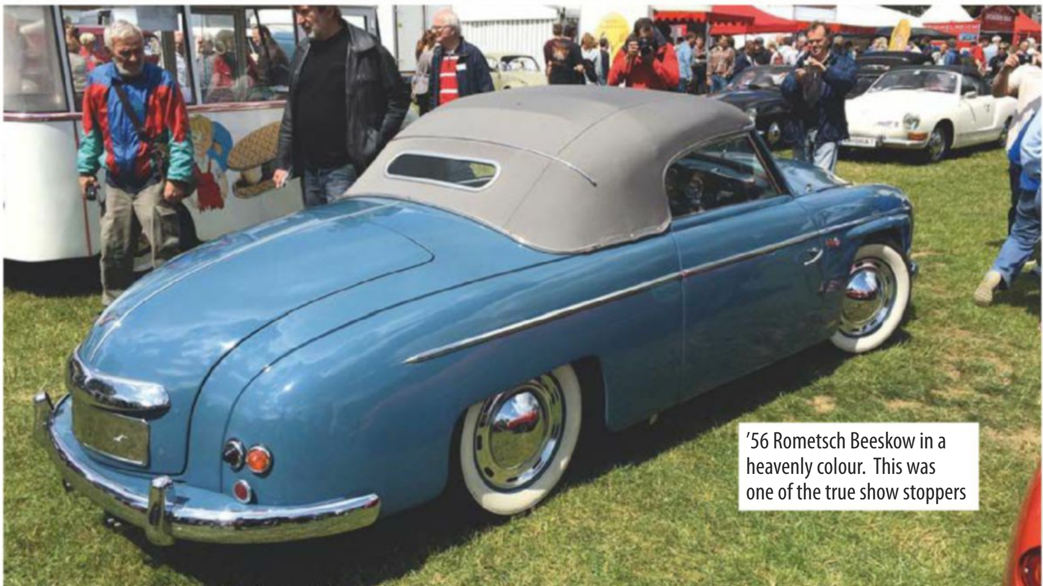
If you're into vintage Volkswagens, Bad Camberg is one of the shows you must attend at least once in your life so, if you haven't been before, make sure you are there in 2019. That gives you three and a half years to finish your car… ■

Early Beetles as far as the eye can see. The '58 to the right was one of the youngest cars there

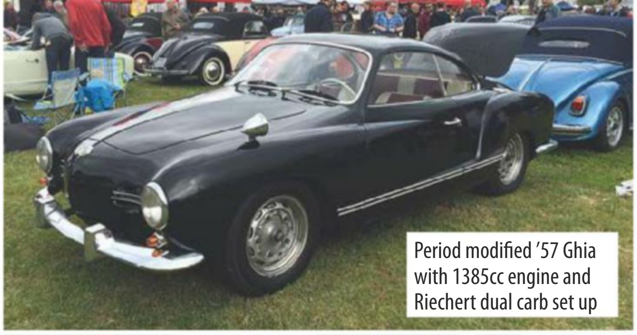


Dirk Flüß' Split hides a huge Type 4 engine. How cool?

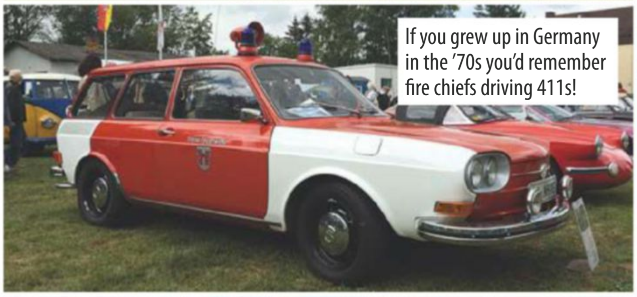
Barndoor Bus with very rare Westy camping box interior



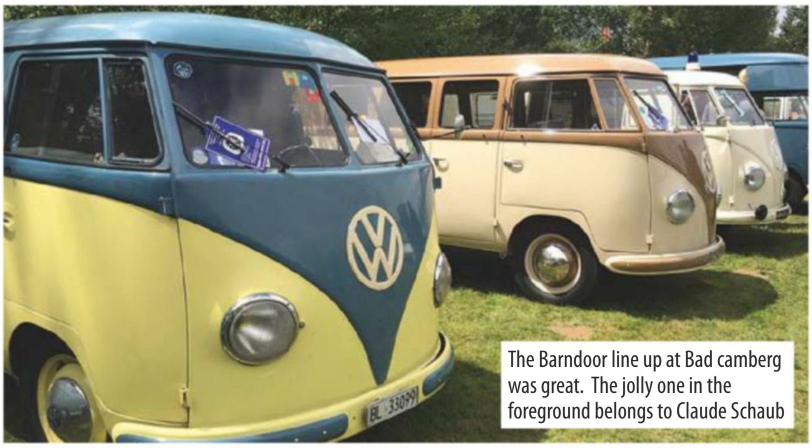
'56 Rometsch Beeskow in a heavenly colour. This was one of the true show stoppers



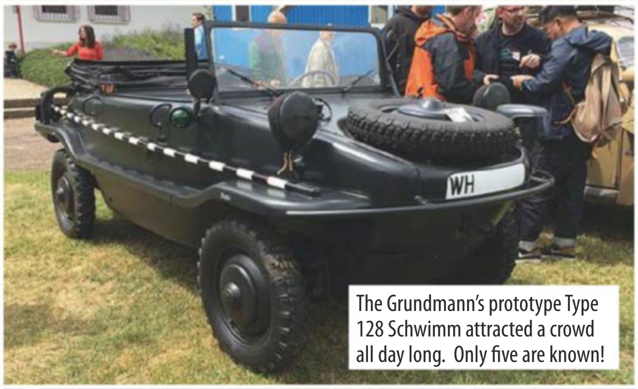
Period modified '57 Ghia with 1385cc engine and Riechert dual carb set up



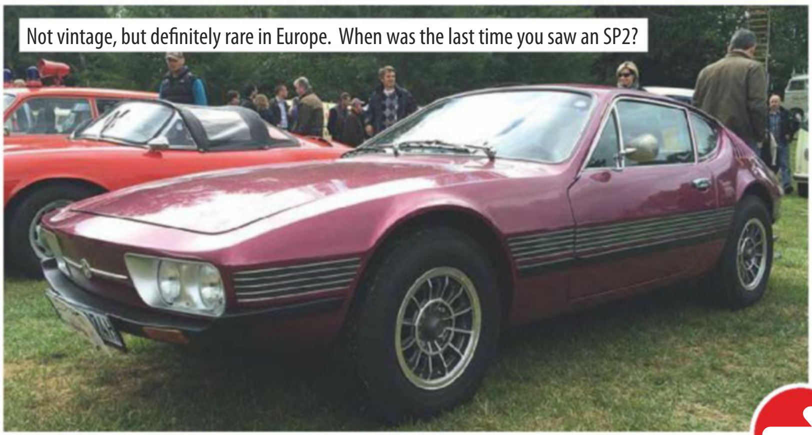
If you grew up in Germany in the '70s you'd remember fire chiefs driving 411s!



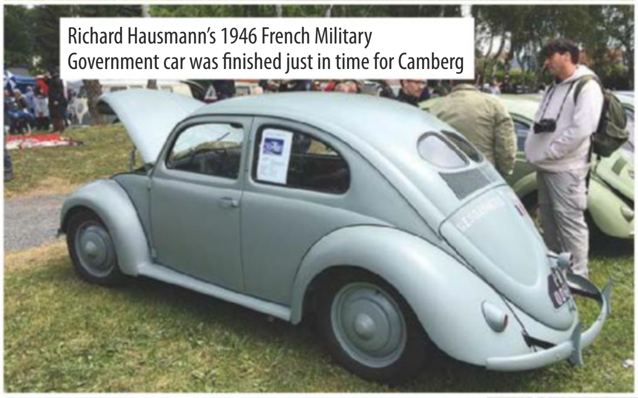
The Barndoor line up at Bad camberg was great. The jolly one in the foreground belongs to Claude Schaub



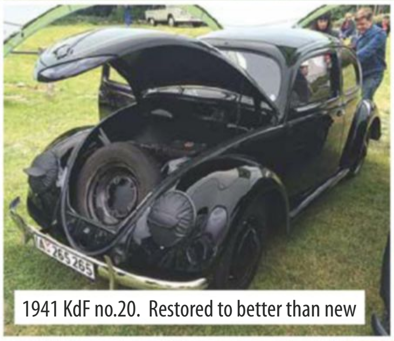
The Grundmann's prototype Type 128 Schwimm attracted a crowd all day long. Only five are known!



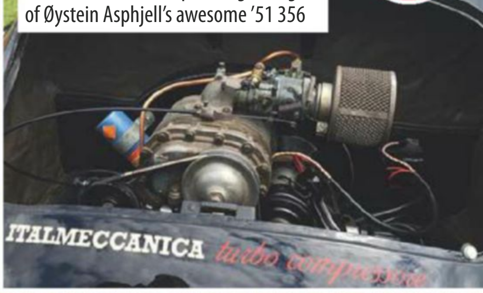
Not vintage, but definitely rare in Europe. When was the last time you saw an SP2?



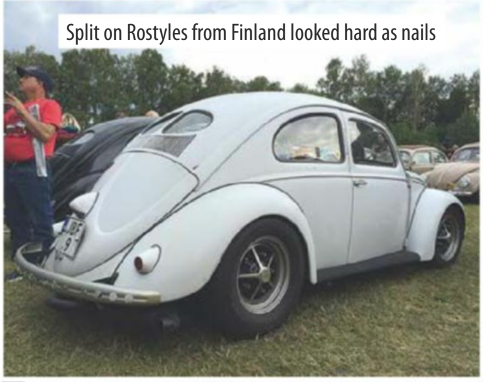
Richard Hausmann's 1946 French Military Government car was finished just in time for Camberg



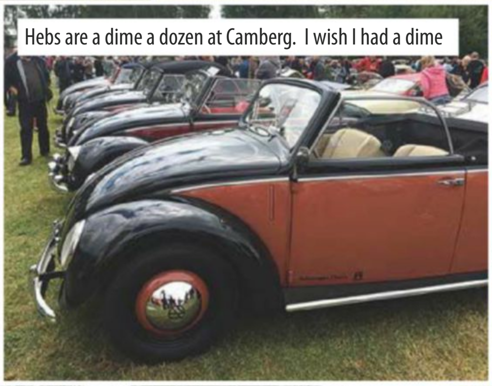
1941 KdF no.20. Restored to better than new



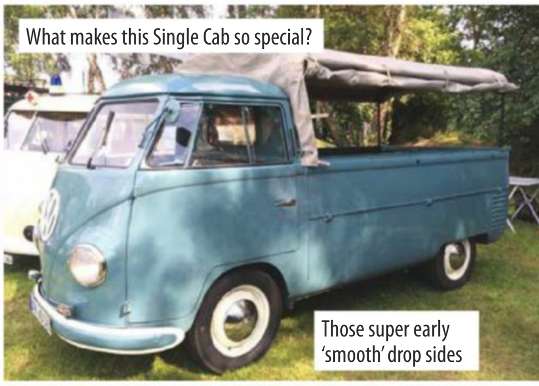
The Italmeccanica-supercharged engine of Øystein Asphjell's awesome '51 356



Split on Rostyles from Finland looked hard as nails

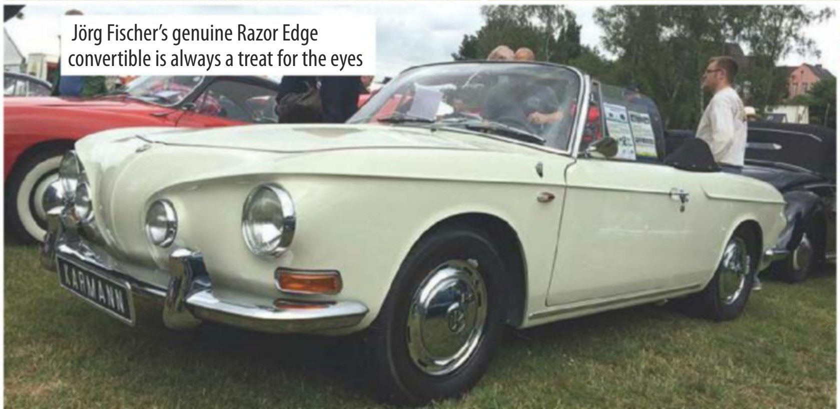


Hebs are a dime a dozen at Camberg. I wish I had a dime

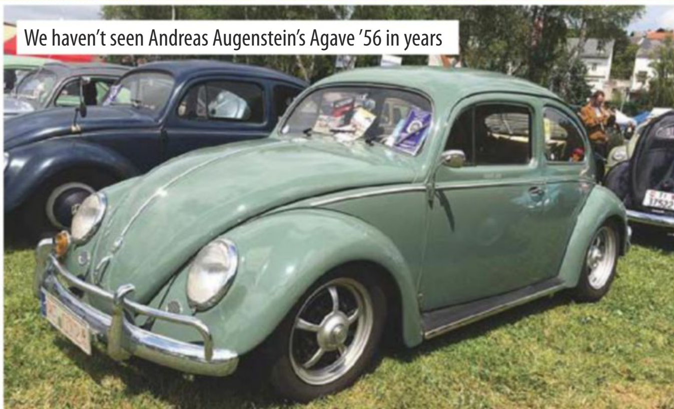


What makes this Single Cab so special?

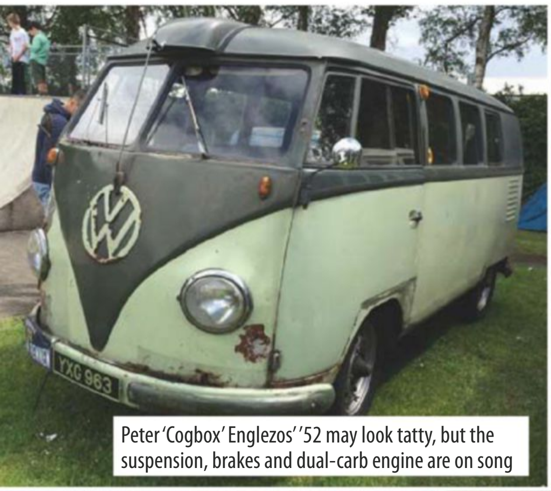
Those super early 'smooth' drop sides



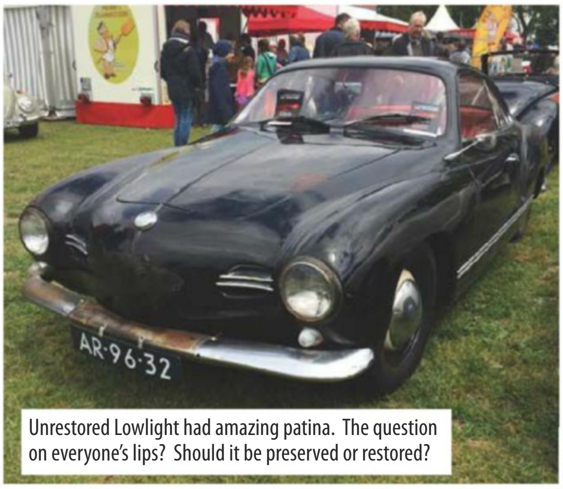
Jörg Fischer's genuine Razor Edge convertible is always a treat for the eyes



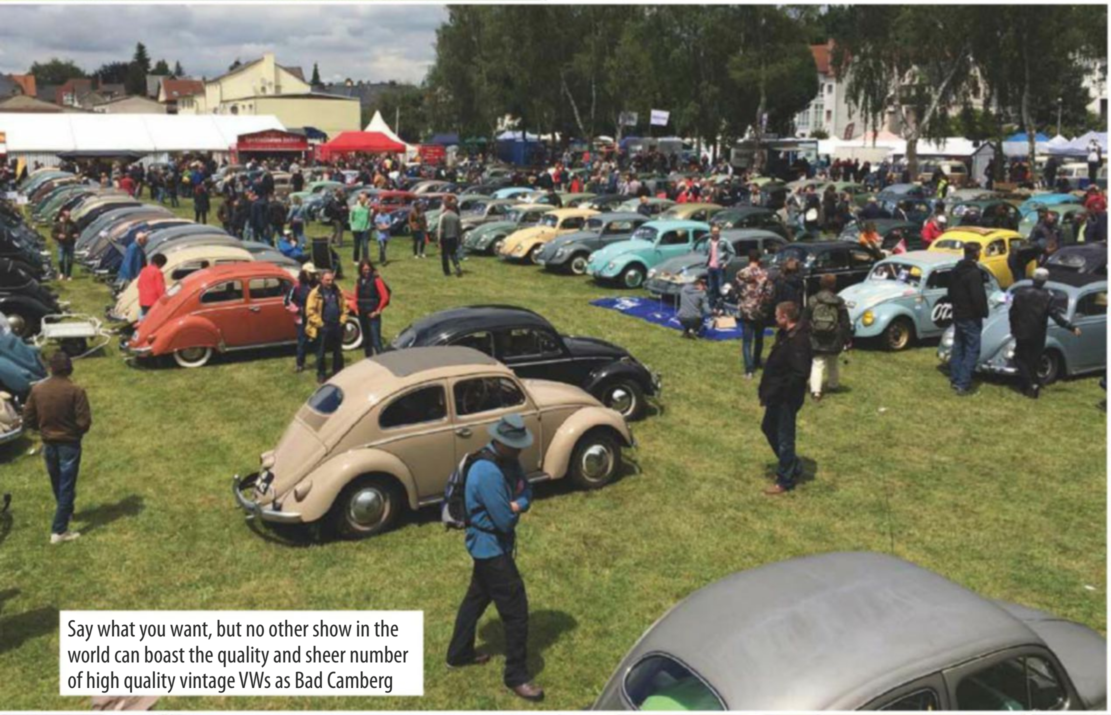
We haven't seen Andreas Augenstein's Agave '56 in years



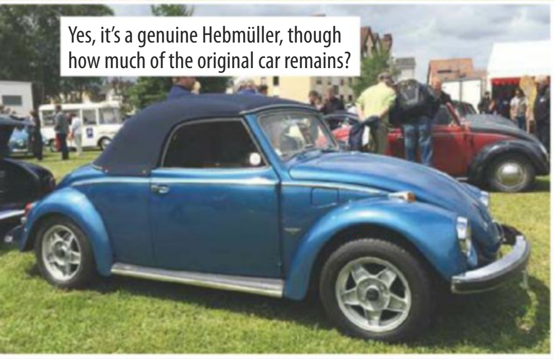
Peter 'Cogbox' Englezos' '52 may look tatty, but the suspension, brakes and dual-carb engine are on song



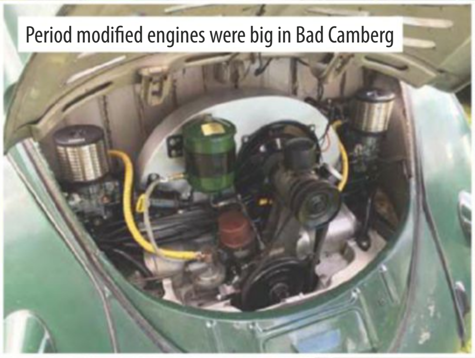
Unrestored Lowlight had amazing patina. The question on everyone's lips? Should it be preserved or restored?



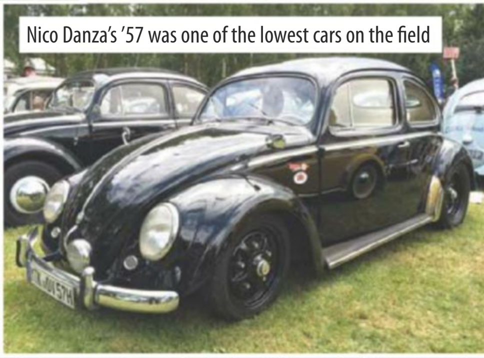
Say what you want, but no other show in the world can boast the quality and sheer number of high quality vintage VWs as Bad Camberg



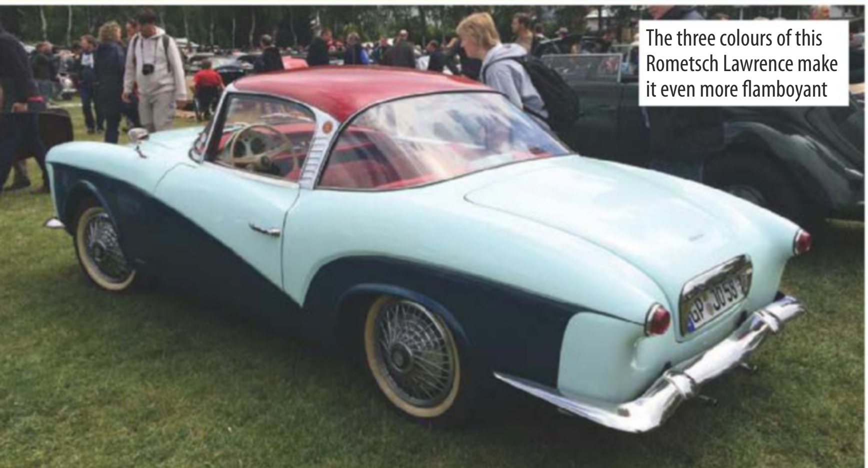
Yes, it's a genuine Hebmüller, though how much of the original car remains?



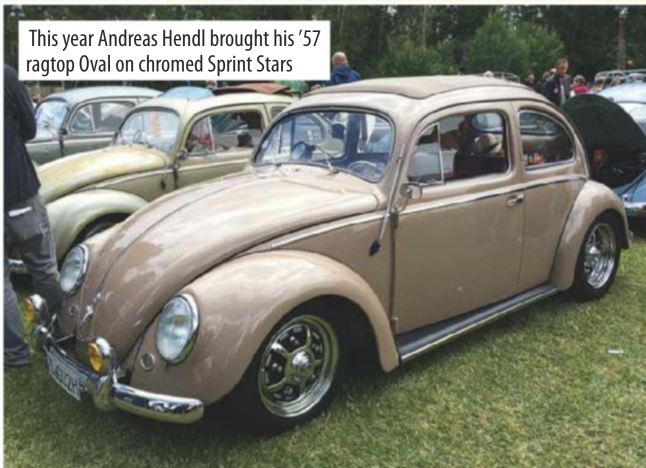
Period modified engines were big in Bad Camberg



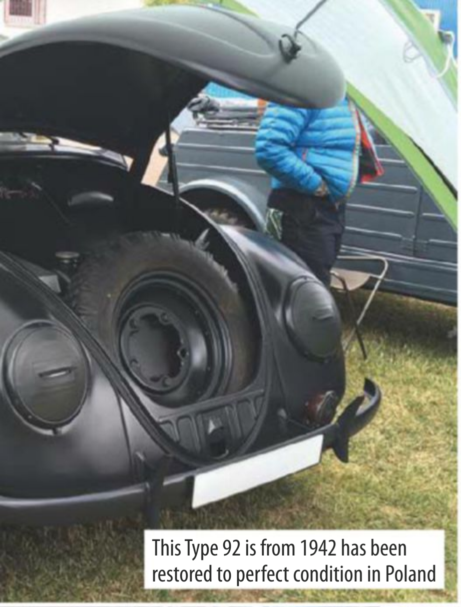
Nico Danza's '57 was one of the lowest cars on the field



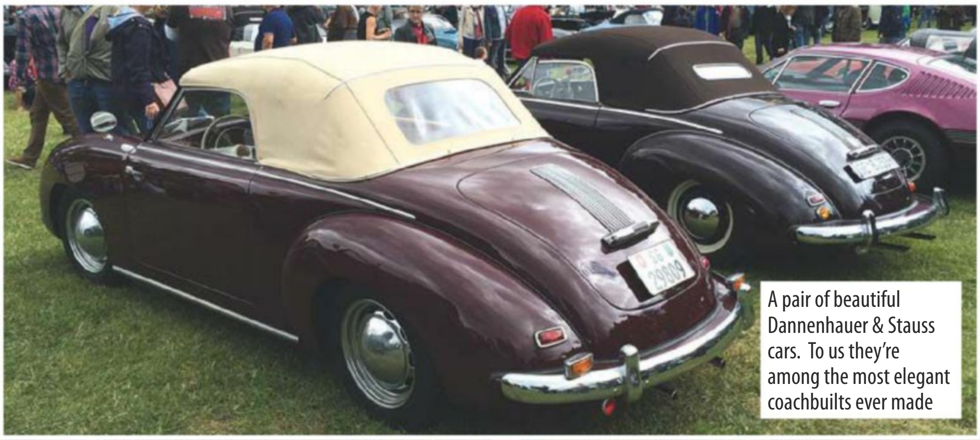
The three colours of this Rometsch Lawrence make it even more flamboyant



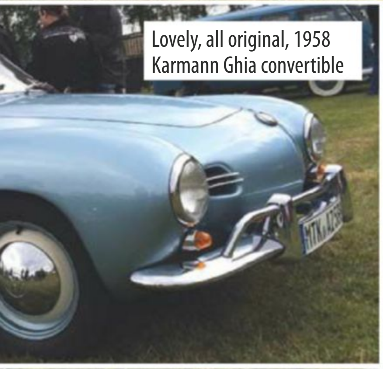
This year Andreas Hendl brought his '57 ragtop Oval on chromed Sprint Stars



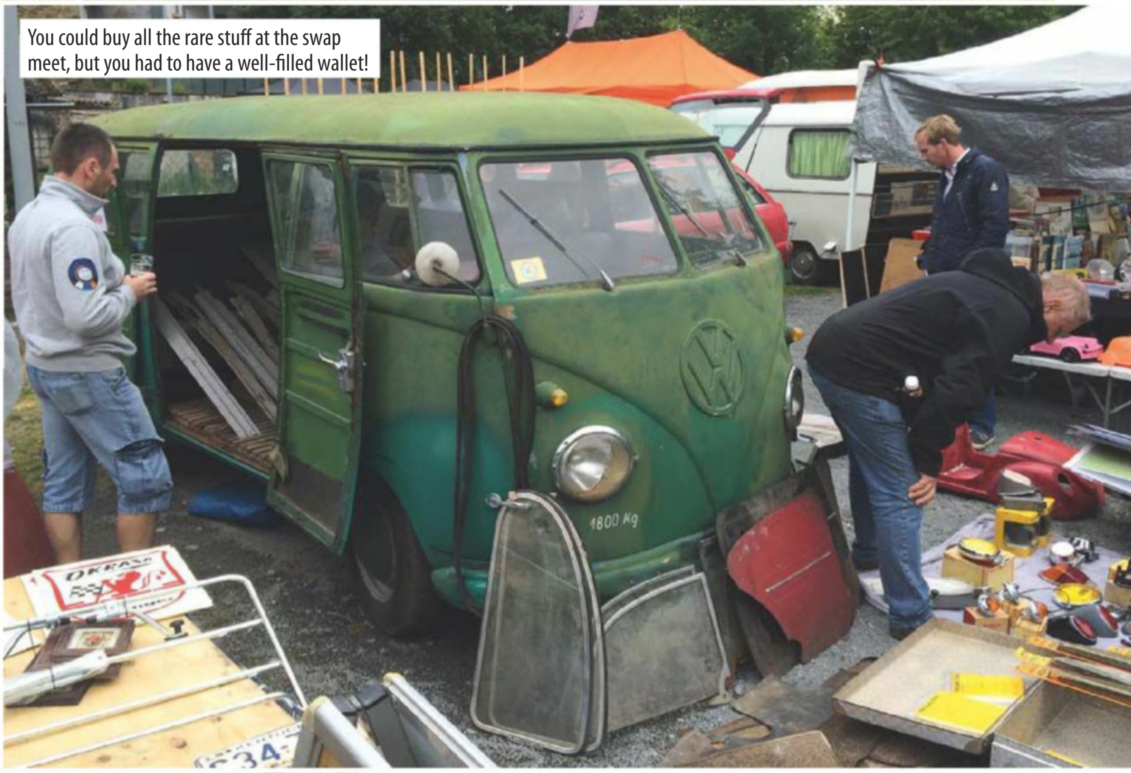
This Type 92 is from 1942 has been restored to perfect condition in Poland



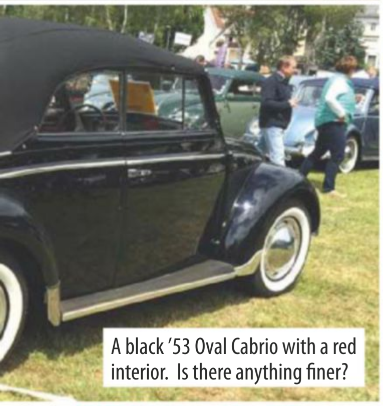
A pair of beautiful Dannenhauer & Stauss cars. To us they're among the most elegant coachbuilts ever made



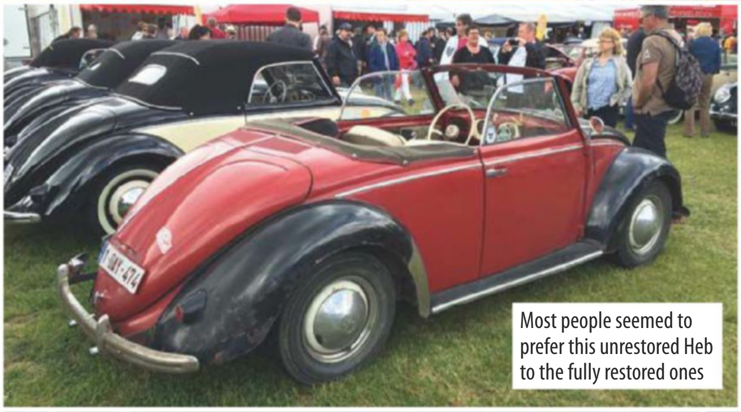
Lovely, all original, 1958 Karmann Ghia convertible



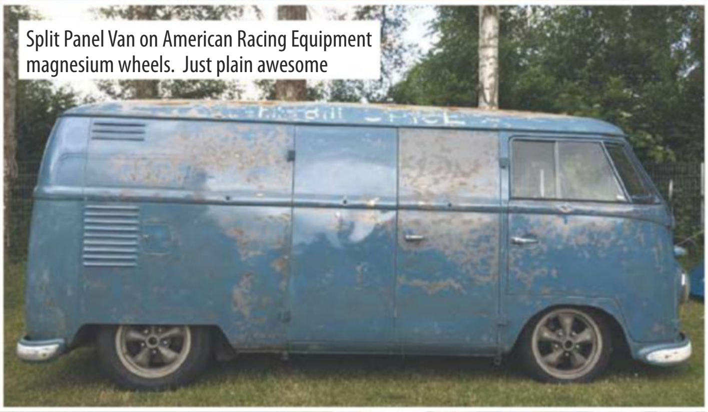
You could buy all the rare stuff at the swap meet, but you had to have a well-filled wallet!



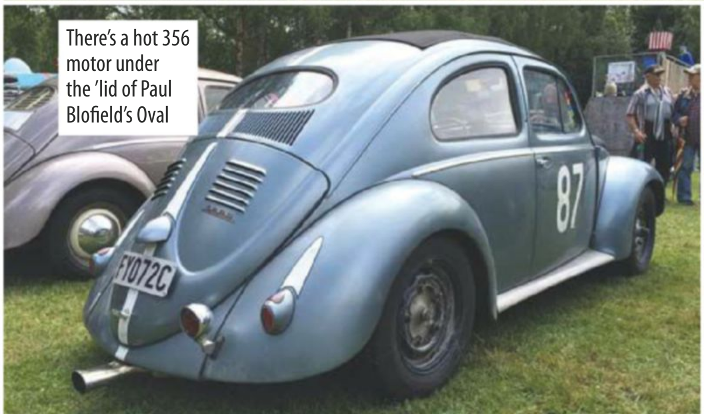
A black '53 Oval Cabrio with a red interior. Is there anything finer?



Most people seemed to prefer this unrestored Heb to the fully restored ones



Split Panel Van on American Racing Equipment magnesium wheels. Just plain awesome



There's a hot 356 motor under the 'lid of Paul Blofield's Oval

For once, Split Screen Buses didn't make up the majority of exhibits at a show

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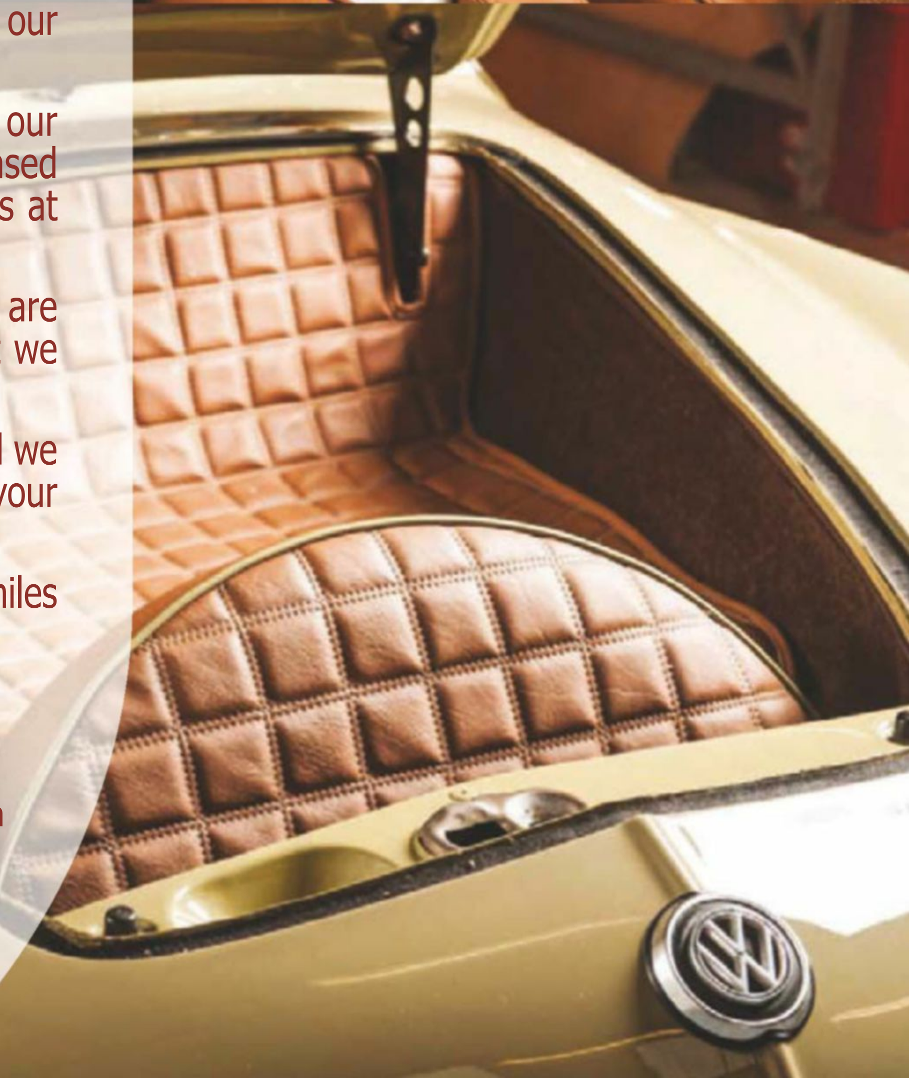

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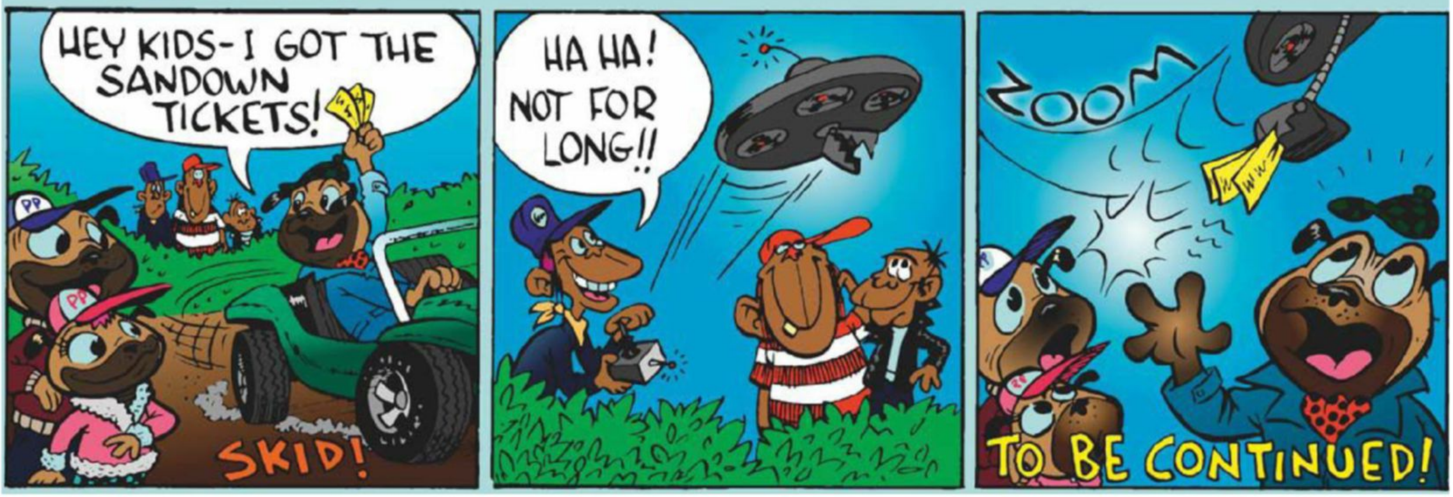

HEY KIDS- I GOT THE SANDOWN TICKETS!
SKID!
HA HA! NOT FOR LONG!!
ZOOM
TO BE CONTINUED!

OWNER INFO

NAME: Jon Robinson-Pratt

OCCUPATION: Photographer

CARS OWNED: '64 Bug

WORK THIS MONTH: Nearly kill myself while driving my new car, then take it apart in good old dad's garage

Lucky escape

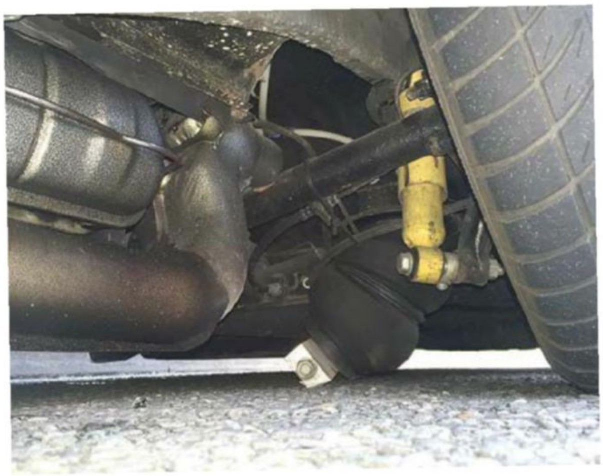
Check your nuts regularly gents…

And ladies for that matter, and not just your nuts, check all your suspension components. That's top tip no.1. Tip no.2 is if you buy a new ride and the previous owner suggests something needs repairing or upgrading, make it a priority to get it sorted! Last year, I purchased my slammed '64 Beetle and was advised by Toby, the seller, that the rose joints on the rear air bag trailing arms needed uprating to bigger ones. Something to do with shear weight, he told me. I took his advice on board, logged it on the hard drive and proceeded to do nothing about it. Until last Sunday, when I took the car out for a spin and, to cut a long story short, hit a pothole a bit fast and BANG! found my offside rear wheel tucked up in the 'arch, über camber and a trailing arm grinding along the tarmac. Yep, that undersized rose joint had sheared.

Luckily for me, tip no.3 – buy a car from a guy who is willing to drive a 50-mile round trip on a Sunday afternoon to bring you a spare part that you most certainly won't be carrying with you! Thank you again Toby, I owe you one. It goes without saying getting a slammed Bug with collapsed suspension jacked up is a bit of a trial, but we did it and, with the rose joint swapped over, I was good to go again, albeit driving rather more cautiously around any lump and bumps.

So the time has now come where I

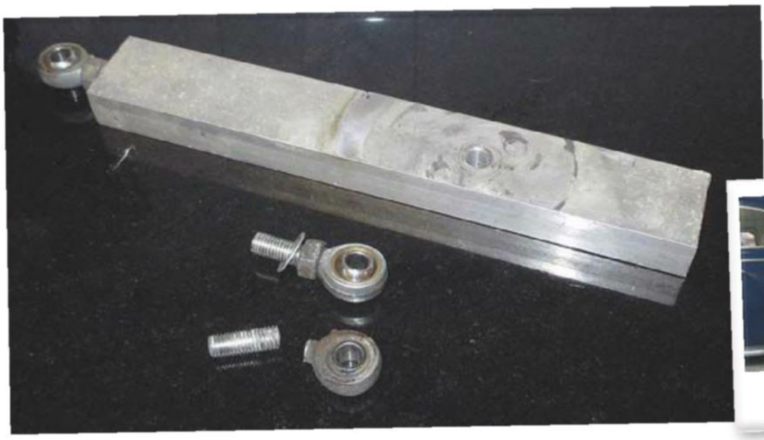
What I found under my car after the huge bang that followed my hitting a pothole



Luckily, I wasn't going too fast, and was able to bring the car to a safe halt under control

THRU A LUPE
Photography

Removing the wheel was easier said than done, but Toby Hall came to my rescue. On a Sunday, too



must address the rose joint issue properly, which provides me with a good opportunity to tackle a couple of other jobs at the same time.

Having pushed all my dad's bike and car projects aside, I have managed to shoe horn the Bug into his garage so I can at least stay dry whilst completing the work. I had the car up on axle stands, wheels off and the rear trailing arms removed in a mere half an hour. Being a relative air ride newbie, I'm pleased to report the whole air thing is turning out to be a lot simpler than I originally thought. Admittedly, my car has a pretty simple set up – the rear bags are bolted at the top to a brace above the gearbox and at the bottom through a pair of solid aluminium trailing arms that connect between the torsion bar housings and the rear hubs, with a rose joint at either end.

What I now know is that rose joints come in a bewildering array of sizes and qualities. The 'economy' joints that were on my car are only M12, meaning they had only a 12mm diameter thread carrying a lot of what they call shear weight. My plan is to upgrade them to high tensile M18 joints. This is not quite as simple as it sounds as the trailing arms are only 25mm thick, so to drill out the extra material would result in the trailing arms being too thin, which could lead to the joints 'tearing out' instead. Therefore I think it's sensible to also replace the trailing arms with thicker bar, too.

The car currently also has welded, 'dog leg' spring plates, which give a drop of about two inches, but as it also came into my possession with a pair of adjustable spring plates, these will be going on while everything is apart. Then, if anything goes wrong in the future, having the ability to wind the spring plates open to raise the back to at least enable me to drive the car home could prove invaluable. I just need to work out if the maximum drop on the adjustables are at least two inches, otherwise the 'stance' could suffer.

Whilst I have the car in the dry and apart, I will also probably tackle re-detailing the Fuchs in gloss black rather than the satin finish they currently wear. The edges of the detailing is pretty rough, so I have ordered some fine line masking tape on the recommendation of Mr. Peene no less. Now may also be a good time to do something about the '80's-style powder coated tinware and stainless steel firewall cover, too… ■

> "I took his advice on board. . . and proceeded to do nothing about it"

^ This is one of the rear trailing arms and the failed rose joint. Please note: rose joints, or spherical bearings, come in a wide range of qualities. Don't use cheap ones on critical components, like suspension

< One look at those welded spring plates was enough to send our Steve running for cover. Get those new ones on now Jon, please!

v Satin black today, gloss black tomorrow. At least the paint finish on the wheels isn't going to cause an accident

VOLKS WORLD PROJECT CARS

To-do list

Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: There aren't many jobs left on the to-do list, and I'm working through them. Hopefully, by the time the weather picks up, it'll be ready for an MoT

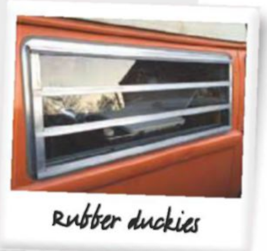
Owner: Steve Gosling
Cars: '61 ragtop, '67 Ghia, '70 Bay Window
This month: It's a bit cold to be using the Bay for work, but I just can't resist it. Coat, check. Hat, check. Scarf, check. Gloves, check. Still can't feel any of my extremities, check.

If it works, drive it!

DKP to the PC ASAP

Owner: Paul Cowland
Cars: DKP style Oval and '72 British Cal Looker
This month: Allow me to introduce my new project Oval. This will be more DKP style, so I think I am allowed to go full-fashion-faux pas on the '72

Owner: Mark Walker
Car: '68 Beetle, '73 Late Bay Westy
This month: I've mostly been working on the '73 Westy I own with a friend. It's rust free, but we are busy replacing all the rubbers and giving it a much-needed mechanical overhaul



Rubber duckies

Arse blast

Owner: Cathal O'Toole
Cars: '77 Beetle, GT Beetle, '73 Riviera Bay
This month: Word on the street is Brian is back in action and, within a few days, project '77 will be blasted. That could be great news, or really bad news. . .

Owner: Gordie Woollacott
Car: '78 Westy
This month: I moved in to my new workshop this weekend, so *plenty* of space for more projects. First job is replacing the weird fishnet pop-top

Fishnet topping

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We are so lucky to live in such a beautiful country, which looks even better with a Bus parked up in the middle of it!

OWNER INFO

NAME: Steve Parsons

OCCUPATION: Graphic designer and illustrator

CAR: 1961 Split

WORK THIS MONTH: Patina protection, seat re-trimming, project slam commencement, plus a bit more playing in mud

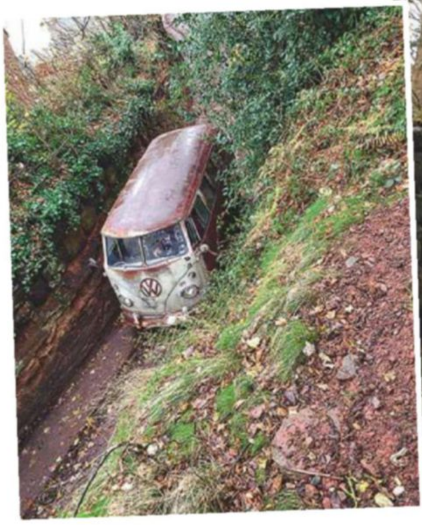
Wax it, drive it, cut it

A busy period in the preservation and resurrection of the high roller...

With large areas of my Kombi having zero paint remaining, and now residing in a wet country like ours, preserving the bare patinated metal from serious corrosion had been high up on my must-do list. Various folk I spoke with had used off-the-shelf products designed for repelling water, but they can turn the patina white, so that wasn't for me. A good friend used old engine oil on his Barndoor, which worked well but took forever to dry, and had a habit of wrecking clothes if you forgot and leant against it! In the end, I opted to try some of T2D's Patina Wax (www.type2detectives.com). Paul Medhurst at T2D assured me it was easy to apply, wouldn't discolour and would dry clear. This sounded like a winner to me.

I promptly ordered a couple of tins, due to the amount of bare steel I had to apply it to, and waited until we had a warmish, dry day to tackle the job. Using a damp, soft cloth and applying it in small circular movements, it was seriously hard work, but the outcome is a Bus that looks exactly the same, but when it gets wet, the water beads off nicely and protects the sunburn a treat.

As mentioned in a previous write up, my interior is from an early Caravelle and had seen much better days. Whilst I hadn't got round to sorting the woodwork out, I still wanted to sleep comfortably at the shows I attend. So I commissioned the skilled hands of Austin at Waboo Automotive (www.wabooautomotive.co.uk) to make me up a new, fresh set of rock 'n' roll bed seat covers. I popped over to the workshop with a small swatch of the original red vinyl and then trawled through countless sample books until a



> Relentless rain couldn't stop us having fun

> Blending into its natural habitat

The Bus' seating, in 'as-found' condition. Not exactly comfortable…

Now, however, I can sleep soundly, without a fear of catching something!

near perfect match, both in colour and texture, was found. With new firm foam added for extra comfort, Austin did a sterling job of matching the style of the seats that were in it, which now nicely match the bits I managed to save. With this now complete, maybe now I'll pull my finger out of my *derrière* and re-work the woodwork so it's a desirable space to be in again. But first, I have some serious height adjustment issues to deal with…

High heel heaven

My plan has always been to slam the '61, but didn't want to do it until I had saved up the sizeable chunk it takes to slam a Bus properly. No matter, as it was road worthy, it had to be used. In it's high guise it had been a big hit with everyone who had seen it (even some of the RSVP crew liked it!) and I've even bagged a few trophies, which is a bonus. I've had countless people come up to me and tell me to leave it alone, saying it was refreshing to see something different. However, slammed Buses are what float my boat, so the old gal is having her high heels swapped for some comfy plimsolls.

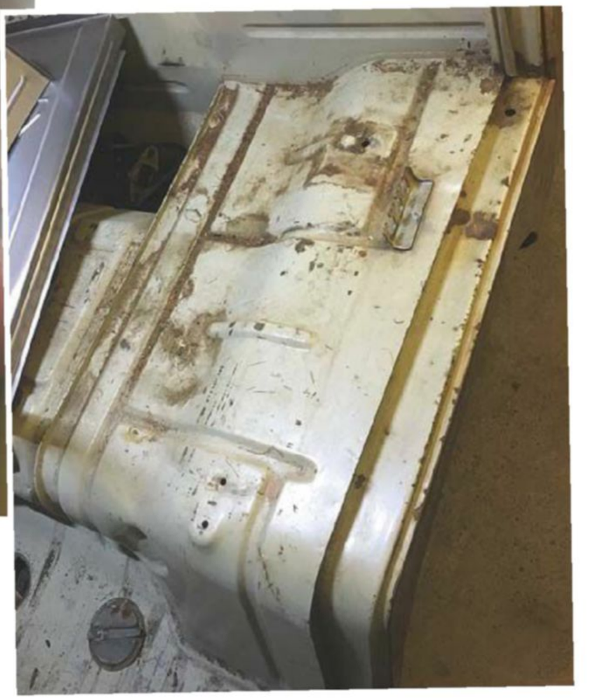
I've never slammed a Split Bus before, so this is a massive learning curve and one that messes with the few brain cells I still have left. I'm asking lots of questions of people in the know and only using the best parts I can afford, but it's a scary prospect cutting into original metal and paint to accommodate the mods required to put it on its arse.

My first job was to add some inches to the wheelarches and my choice of tub was the top quality Deluxe Metalwork (www.deluxemetalwork.com) versions. They give an extra 40mm depth at the door side and should provide plenty of clearance for my desired final stance.

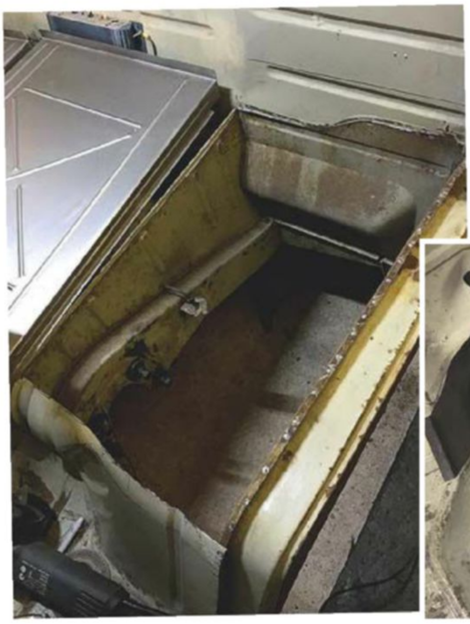
> “Armed with a cutting disc, I said a few prayers and then sliced the metal”

So far I have fitted one tub and, once I got my head round where I needed to cut the factory steel, installation was pretty straightforward. The new tub was laid up on top of the 'arch and a rough cut line was made, before drilling out the existing spot welds along both side lips. Armed with a cutting disc, I said a few prayers and then sliced the metal about 20mm in from the aforementioned mark. I was then left with a gaping hole to fill with fresh steel. Once I'd fixed the new tub in place, this time using self-tappers, I double checked my final cut line and trimmed it to the contour required to butt weld the two bits together from underneath. All seemed tip top, so I seam welded them together, ground the welds back, applied a thin skim of filler, sanded that down and squirted some primer on (sounds easy when you say it quick!). The finished article is a pretty much factory-looking tub, albeit higher. Now on to the other side.

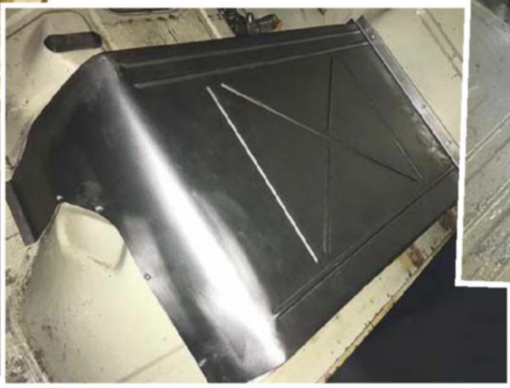
The week before I took the Bus off the road, I couldn't resist another outing in the mud whilst it still at a height that could handle the terrain. This time Bullymeister, Phil Sutton and myself went out and tackled the stunning Shropshire countryside in some truly shocking weather conditions. We didn't go as mad as last time and mainly kept to farmers' tracks but, due to the rain, that was tricky enough. The autumnal foliage and gorgeous surroundings made the perfect backdrop to snap a few keepsake photos of a once practical motor… ■



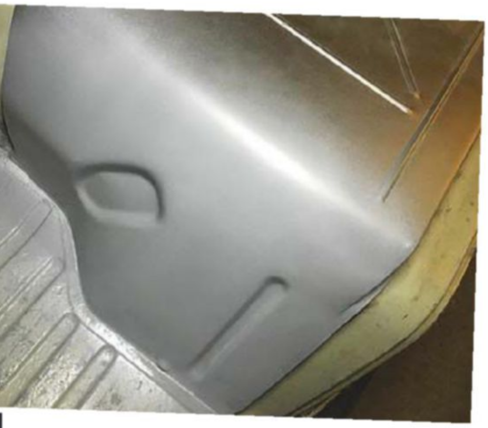
The before shot. Would you cut up rock solid German steel like this just to slam a Bus?



Half way there. There's no going back now!



Temporarily held in place with self-tappers before the final, crucial cuts are made



Welded, ground, filled, primed and I reckon looking pretty good for a DIY job

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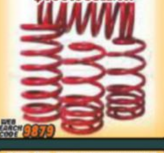
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Something tells me this might be a can of worms waiting to be opened

OWNER INFO

NAME: James Peene

JOB: Editor

CAR: '60 Beetle

WORK THIS MONTH: Start the mechanical work my new Beetle needs. I've also been buying parts for its transformation into the new Peene machine

Braking bad

James blows a seal and finally gets his hands dirty in 2016

When my new semaphore Bug arrived at Steve's garage, it didn't want to start or stop once we did get it running. All standard for one of my purchases, but something I was keen to address asap.

As I mentioned last month when I introduced my latest project, I bought this car because it's a model I've always aspired to and, unlike my previous '66, it shouldn't require months / years of work to put it back on the road.

So, I was a little miffed when it peed all of its brake fluid out five minutes into owning it and had to be trailered back to Steve's garage. Fortunately for me, the engine ran sweet as a nut, so I was kept toasty warm by the top quality (possibly original?) heat exchangers whilst waiting for the pick-up truck to collect me.

However, by the time the car arrived back at Steve's it was running like a bag of spanners. Which pretty much stopped me boasting about my latest acquisition in my tracks. At least that was an easy fix. The car was only running on three cylinders and the fault was quickly diagnosed. Steve pulled the plug leads off one at at time, to see if that affected how the engine ran. The culprit was the rogue purple lead that had obviously been fitted to cure a previous running issue. No harm done and a full service with new leads is on the cards anyway.

I'd been asured by the vendor that the car had been gone through and everything was up to the job of driving me home. However, I was beginning to doubt how well my new purchase had been prepared for me.

The dodgy plug lead would have left me stranded part-way home, so it was good, in a way, that the brakes had decided to shit out and save me the hassle of breaking down somewhere really inconvenient.

So, first things first, I jacked the car up and removed the rear wheels. It was the offside rear cylinder that had failed, so that's where I started.

It was reasonable to assume the rear hub nuts would be a swine to remove, so I borrowed Steve's Torque Master and bolted it to the drum. That's when I noticed there wasn't a split pin in the castle nut. On either rear hub… Okay,

> It's going to need more work before it's ready to hit the road, and looks how I want it, but I'm still really loving my new car

Steve's Torque Master wasn't actually required. The rear hub nuts were loose enough to undo by hand, and there wasn't a split pin in either one. Gulp…

not good, but as the chap I'd bought the car from had told me he'd been through the brakes prior to collection, perhaps that had just been an oversight. However, it turned out that neither hub nut required the additional muscle of Steve's tool, so there's a very real chance both drums could have worked loose, and that would have been disastrous for both car, and myself.

Sealed their fate

With the drum removed, the dog could well and truly see the rabbit. The rear cylinder had let go so would obviously have to be replaced. The shoes, which I'd been told were new, were so soaked through with brake fluid that I decided to just replace everything so I'd have the peace of mind of my brakes being in A1 condition when I finally get to drive my car properly.

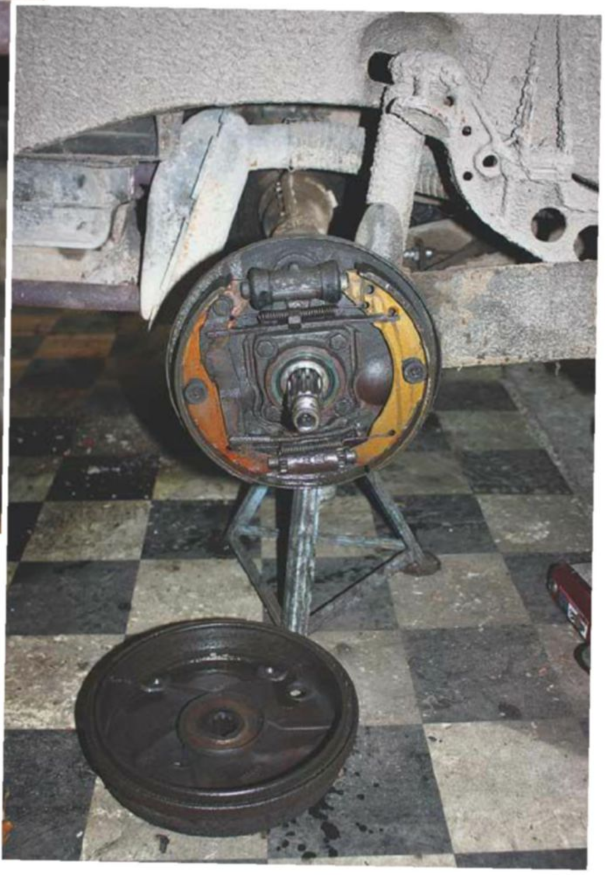
> "Neither hub nut required the additional muscle of Steve's tool"

I've always found Machine 7 to be incredibly helpful when ordering parts, and they invariably turn up the next working day, so I ordered everthing I thought I'd need to completely refurbish both of the rear drums.

Removing the old brake components was a messy job, and I rapidly steamed through my supply of brake cleaner, but fitting the new parts was straightforward and so a rather pleasant task. Everything that is, bar the retaining springs on the shoes. I had the same problem with these as I did when I renewed the brakes on my '66. The replacement springs are longer and almost twice the thickness of the originals. Added to which, the retaining spring that holds the cup washer / thing on is really roughly made, so didn't want to go through the slit in the new cup.

Having wasted a good half an hour of my life trying to fit them and fearing for my eyes as they repeatedly fired off across the garage, I gave up and re-used the old ones that were on the car. Note to self: don't just use stuff because it's new, original is pretty much always best.

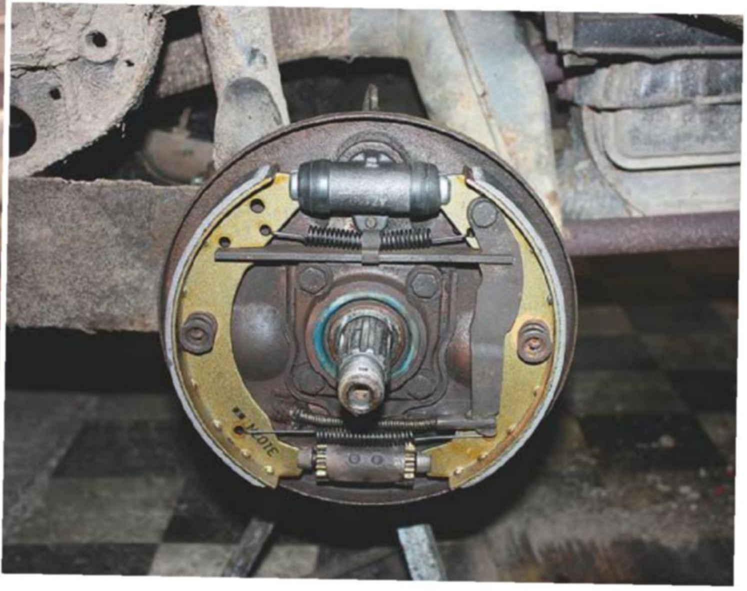
So that's where I'm at. I still need to adjust the brakes, and the handbrake cables and bleed the system, but that can wait until I tackle the front brakes. They need to come apart when I fit my new beam and dropped spindles, so there'll be more mechanical updates soon. ■



Ick! That'll be where all the brake fluid escaped from

Rather a lot of brake cleaner was consumed before I took this shot. It was dirty work, but I enjoyed doing it all the same

Everything bar the pesky shoe retaining springs and handbrake lever has now been replaced



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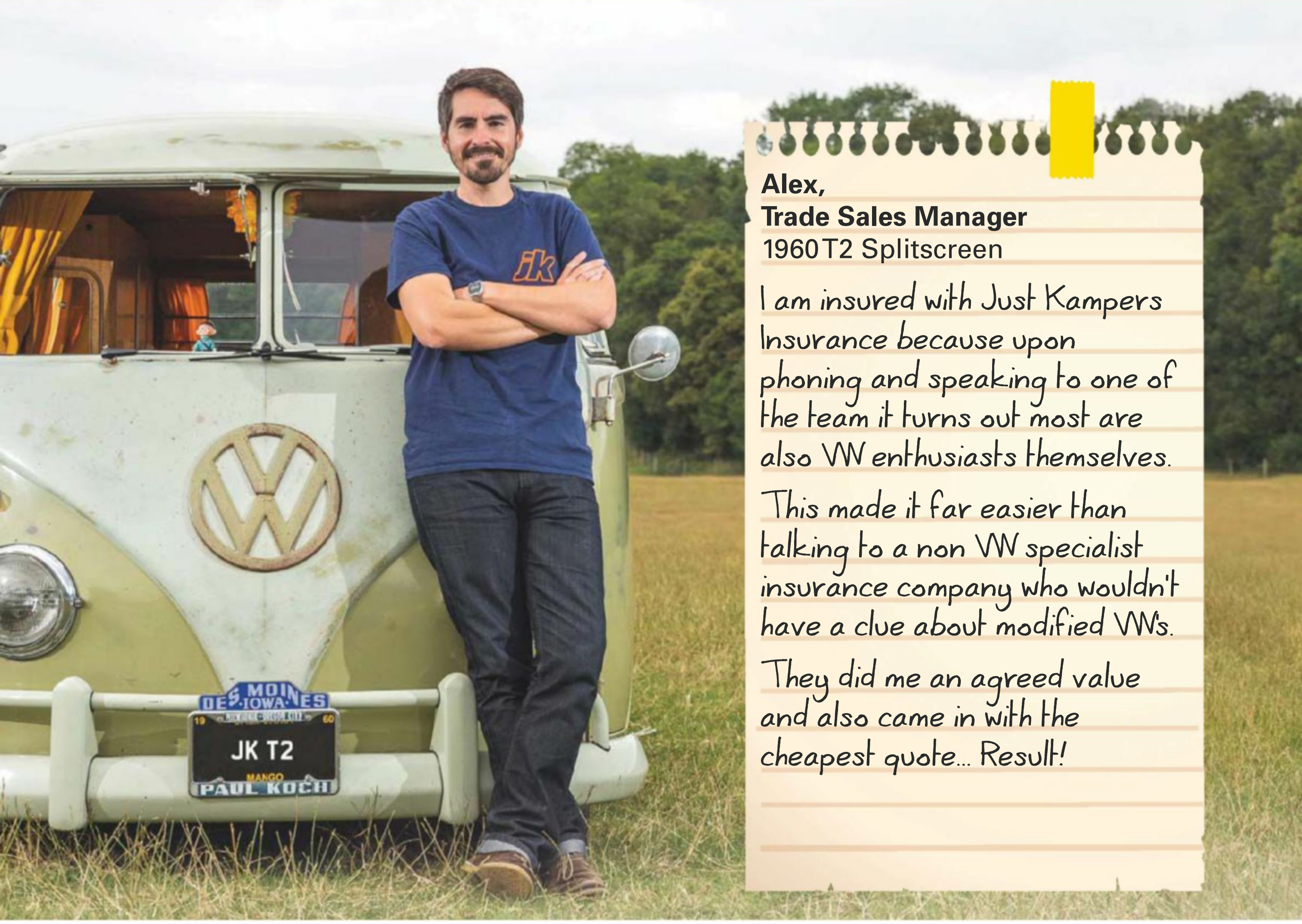

Alex,
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Bright eyes

Headlamps need love to, and swapping to RHD lenses was the chance to give ours some

Words and photos Mark Walker

Nothing lets the front of a car down like doggy headlamps. Our new '67 1500 was a prime example, with rusted headlamp internals and grimy headlamp rims covered in overspray, things weren't looking too sharp. As we needed to convert to right-hand drive lenses to drive the car legally in the UK, and upgrade to 12V too, we decided it was a good time to give the headlamps a budget restoration. The best bit about this job is we did pretty much everything in the warmth of the living room! ■

JOB INFO

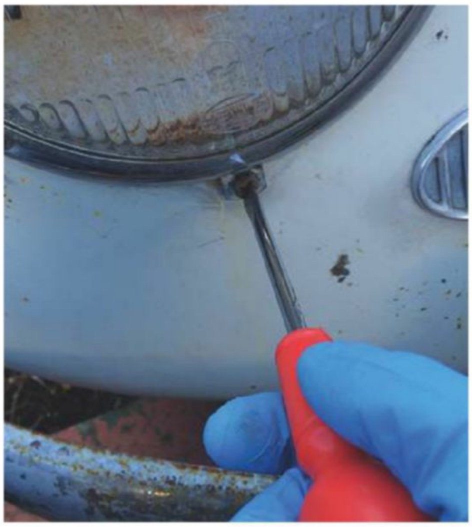
TOOLS NEEDED:
Long-nose pliers
Screwdrivers – flat and cross head

MATERIALS USED:
Cloths
Primer and paint
Chrome cleaner
Wet 'n' dry paper
Thinners

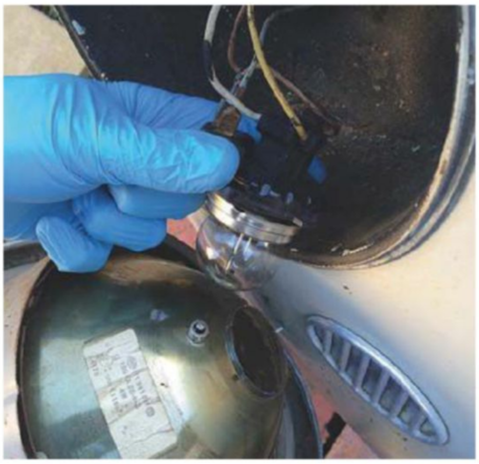
TIME TAKEN:
4-6 hours

COST DIY: £20-30 for parts and materials

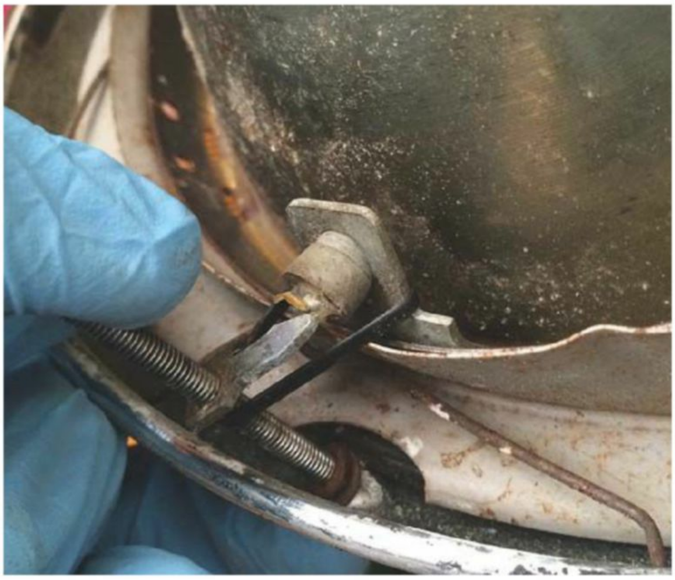
PRO: approx. £150-200, parts and labour



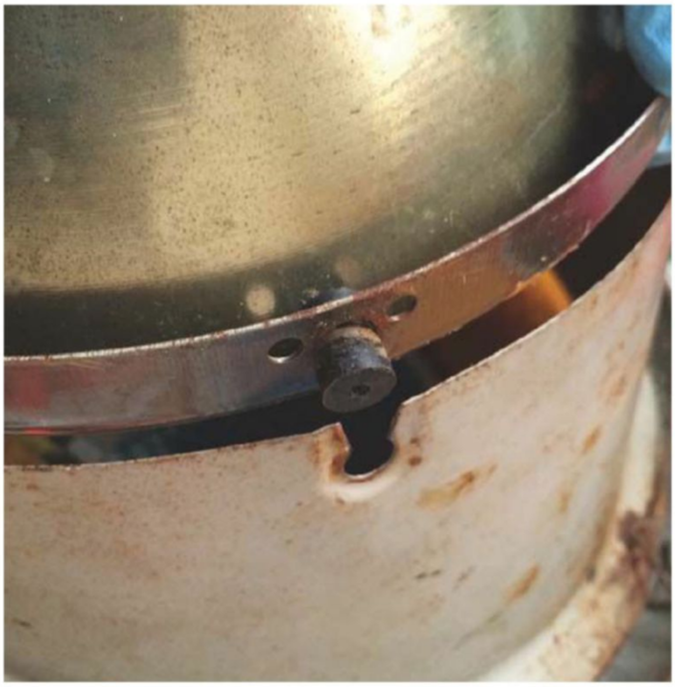
01 Depending on what year car you have, or how original it is, you will either need a flat head or cross head screwdriver to remove the headlamps. Leave the adjustment screws alone for now and just undo the large retaining screw at the bottom of the headlamp rim. It may be prudent to spray with a good penetrating oil first



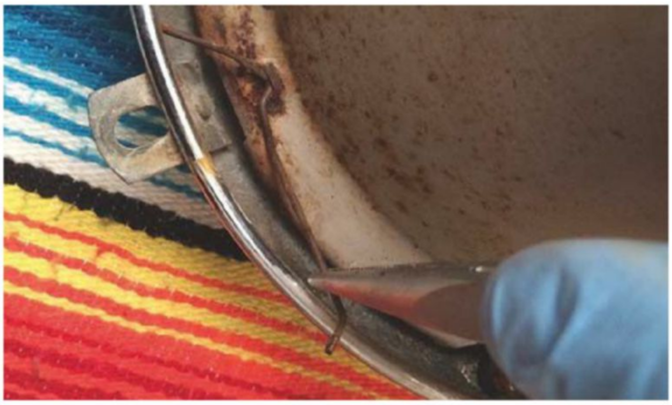
02 With the screw removed, you can carefully remove the headlamp unit. If it won't budge, pry it away from the body gently with a plastic spatula, or something that won't damage the paintwork. With the headlamp out and in your hand, you will see the bulb holder on the back of the headlamp. To remove this, turn it anti-clockwise and pull. Before you turn the headlamp upside down and lose the small sidelight bulb, pull it out and put it somewhere safe



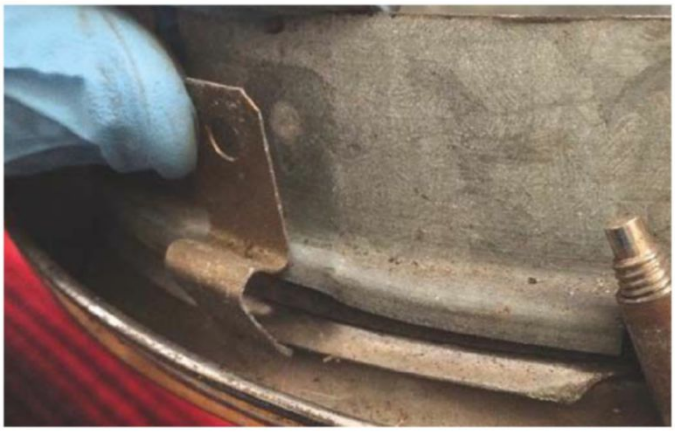
03 Now you can take the headlamp indoors and find a nice soft surface to rest it on. You will be laying it on the glass lens, so find an old towel, or cloth, to lay it on. Firstly, we need to remove the reflector bowl from the headlamp bucket. This is held in place by two adjusters and two rubber grommets. Pre-1960 headlamps will have solid adjusters, rather than the rubber grommets pictured here, so you will need to unwind the adjuster screws to remove the reflector. Before you do this, measure and write down the thread length on each side, so you can get the adjustment right first time upon re-assembly



04 The headlamp in the pictures is from a 1967 car and you can see the adjusters have prongs, which slide into rubber bungs (note cable tie on worn / perished bung in pic 3) so you will need to pull the prongs out of the bungs. You can then pull the reflector out of the bucket, disengaging the other two bungs in the process



05 You now need to separate the headlamp bucket, lens and rim. The three parts are held together by these mildly annoying spring clips. Procedure for removal of '67 and earlier lights: take a pair of long-nose pliers and disengage the long end of the clip from inside the headlamp rim. Withdraw clip



06 Procedure for 1968 and later lights: slide a thin flat screwdriver under the upper part of the clip and it will unclip. You will now have the headlamp broken down and can clean all the parts. Even if you are not replacing the lens (converting to RHD) you can be sure the old rubber seal around the glass will be perished and benefit from replacement

Aerosol
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Gloss

07 If your headlamp buckets are rusty, you will need to sand them down and repaint. Before we did this, we used G3 compound on the back side of ours to clean it up enough to get a paint match. VW used a light grey gloss (not primer, as it is porous), so we had a local paint supplier make up a matched aerosol

08 Once you have the paint in hand, sand down the bucket for repainting. Ours had just mild pitting, so we used 400-grit wet 'n' dry to take those spots back to bare metal, before keying the rest of the surface for primer adhesion. When you're happy, give it a wipe over with thinners / brake cleaner to remove any dust particles

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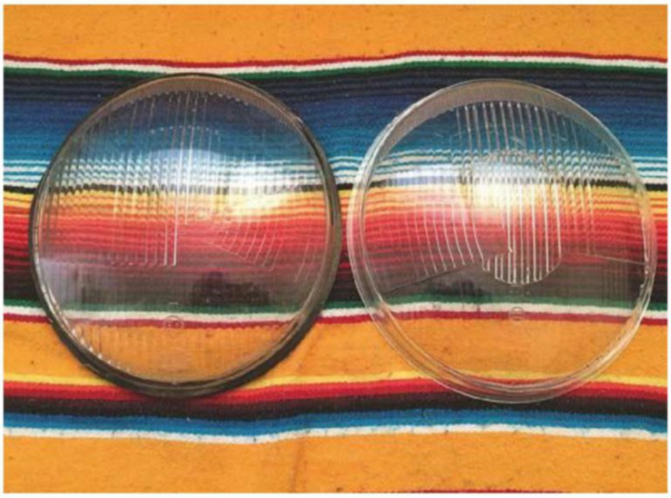
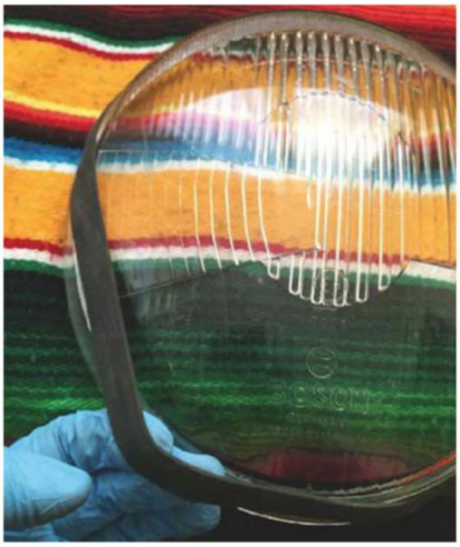
09 As we were working in the cold, we warmed up the aerosol and the part on the radiator indoors before applying a coat of paint outdoors, then immediately bringing indoors again to dry on the radiator. We did this to avoid blooming on the topcoat and moisture ingress. Apply two light coats of primer and two of paint. Allow plenty of drying time – overnight if possible before re-assembly



10 We needed to swap to RHD headlamp lenses (or, more correctly, lenses for left traffic), which was a large part of needing to do this job. Our car came from Sweden and the original lenses were Hella branded, but we found a matched pair of Bosch asymmetric lenses on eBay at the right price, so decided to go with those. Whatever you go for, get a matched pair, or the beam pattern may be different and it'll look pony

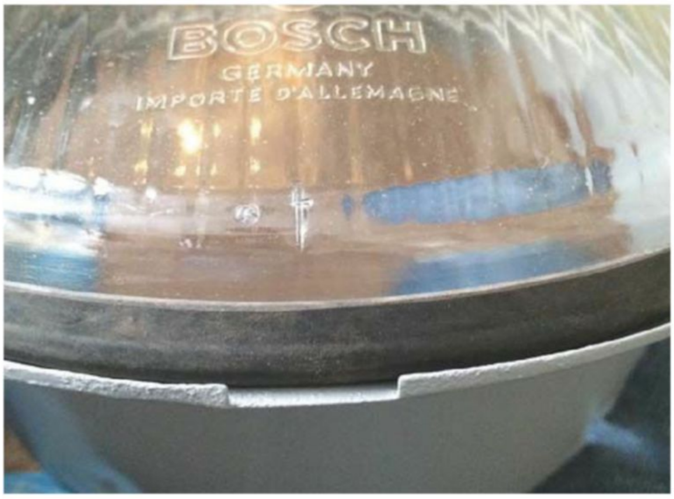


11 Give the lenses a good wash and scrub with a non-abrasive cloth or sponge in plenty of hot soapy water, unless you chose to buy new ones in which case you can skip this step. The new glass seals look tiny when they arrive, but are meant to be stretched over the rim, as shown, before being sandwiched between the rim and bucket

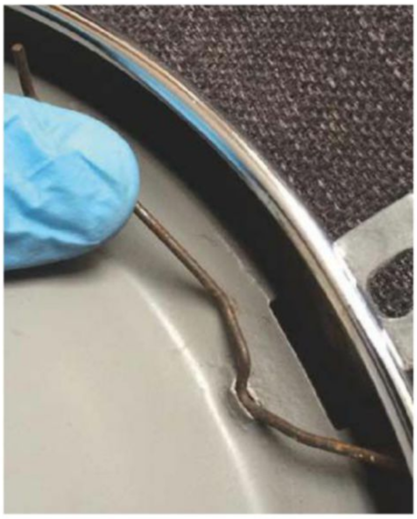
12 The original silvering on the reflector bowls can either fade and go yellow over time, or the silvering can flake off and the bowl will rust. If yours are too bad to re-use, you can repaint them with chrome paint (not as reflective as original), have them re-silvered (try www.ashfordchroming.com, we were quoted £80 per reflector) or seek out a good used replacement. Be aware, though, there are various differences for different years, but we found a good, useable late model unit for a fiver a while back. Expect to pay much more for good '67 and earlier units

13 When cleaning the reflector, be careful not to scratch it. You can use a sponge and soapy water, but we chose to use a little WD40 on a sponge, before drying it off with a soft cloth. We weren't aiming for a show-quality job, just a budget restoration for a car that will be used a lot, so when faced with a couple of peeling areas on the rim of the reflector, we dabbed in a bit of silver paint on a sponge, just to stop it getting any worse

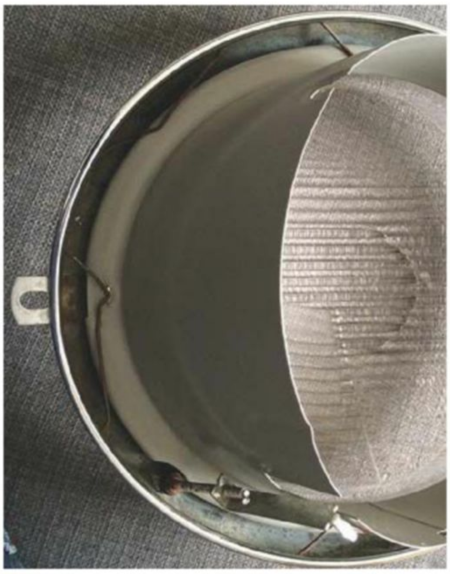
14 Our headlamp rim was covered in overspray from the rubbish touch-ups the car had received, but only had very mild pitting and patina. We first gave everything a wipe over with thinners inside and out, to remove the overspray and some tar spots. We then chose to give it a good buff / polish using Autosol chrome cleaner, before sanding, masking and painting the screw mounting lug. Don't forget to paint the mounting screw too, if it isn't a nice chrome or stainless one – stick it through a piece of card to make life easier



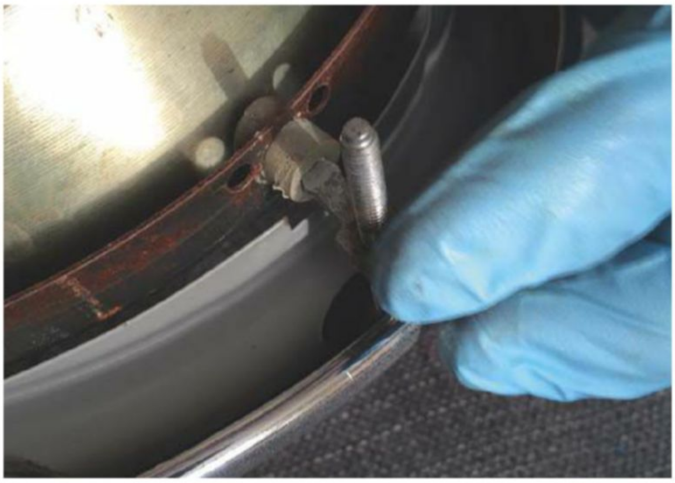
15 With everything clean and the paint dry, you are ready to re-assemble. Take the lens with new seal attached and place it onto the face of the headlamp bucket. There will be a mark in the glass at the lower centre point, which you need to line up with the centre of the notch in the bucket. With this done, fit the headlamp rim over the lens, again lining it up so everything is central



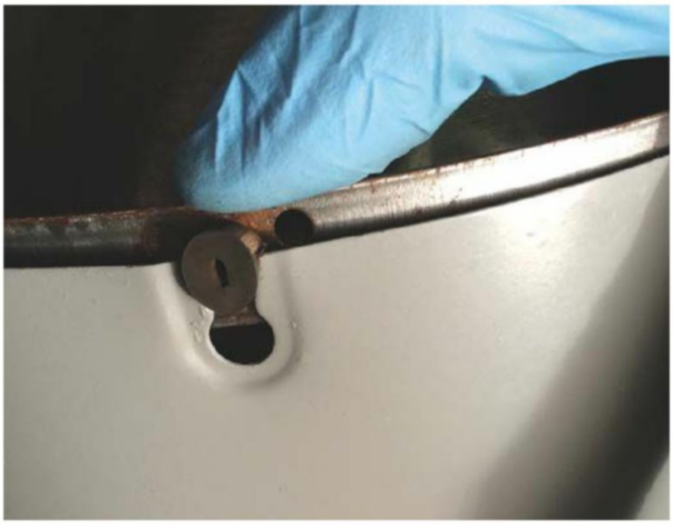
16 Being careful not to move anything, turn it over and rest the rim on your thigh, supporting the opposite side with your hand. Now you need to get a couple of clips on to hold it all in place. We chose the 9 o'clock and 3 o'clock positions as you would look at the lamp when it is the right way up. We found we could push the clips back in with finger strength. Just watch they don't ping out and take your eye out. Seriously



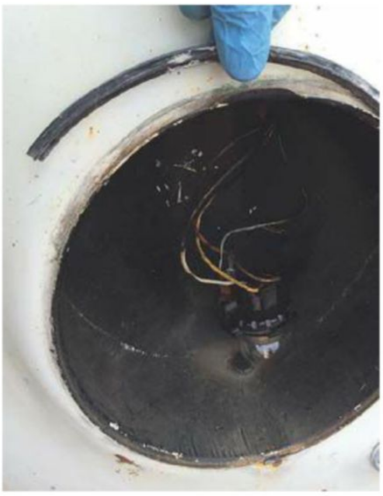
17 Once you have these clips in place, turn the headlamp back over to check everything is still lined up. If not, you can try and carefully adjust with the clips still in place, or if this isn't possible, remove the clips and start again. When you have a couple of clips in place and everything is true, you can lay the headlamp lens down onto something soft and fit the other clips



18 Now it's time to fit the reflector back into the headlamp assembly. If yours came apart easily and the rubber bungs are in good order, you can just re-assemble. If yours are perished or brittle like ours, you will need to replace them. We were fortunate enough to have a spare old reflector that had good bungs but, if you aren't so blessed, you can make new ones out of vacuum hose, or similar



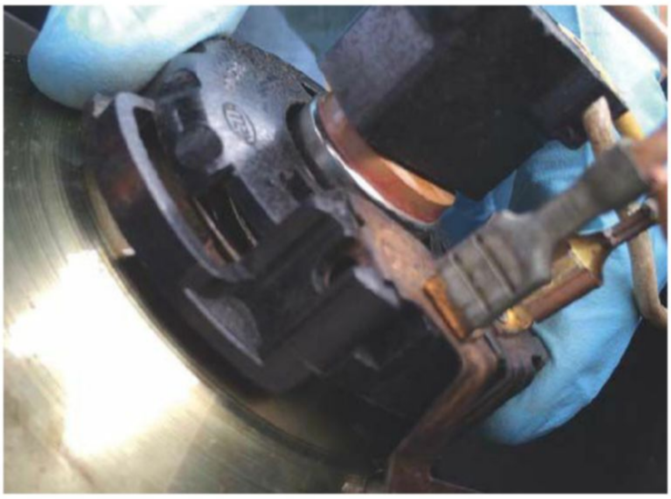
19 Once you're happy with your bungs, you can push the headlamp adjusters into their respective bungs first, then push the supporting bungs into position. Now turn the headlamp over and marvel at how beautiful it is



20 Before you hastily re-fit your shiny headlamp, you would be wise to renew the headlamp to body seal. On most cars they will already be long gone but, even if they are in place like ours were, they will be well past their best.

Remove the old seal, then take some time cleaning up and waxing the area before fitting the new seal. Don't skip this step. This area traps dirt and causes the headlamp bowls to rust. The seal is there for a reason

21 You can now re-fit your headlamp into the car. As we are also converting to 12V from 6V electrics, we first replaced the sidelight bulb and the headlamp bulb. We love yellow bulbs so we fitted some. Remember, if you are using halogen bulbs, wear gloves, or don't touch the glass, as dirt and fingerprints on them will cause them to burn out in super-quick time. Make sure the lug on the headlamp bulb locates into the notch in the reflector



22 Then re-fit the bulb holder by locating it on the three headlamp lugs and turning clockwise, ensuring the sidelight bulb contacts are in the correct position. You can then hook the headlamp over the raised area on the headlamp bowl and re-fit the screw. We did one headlamp at a time, so could stand back and marvel at the difference a restored headlamp makes. Good job

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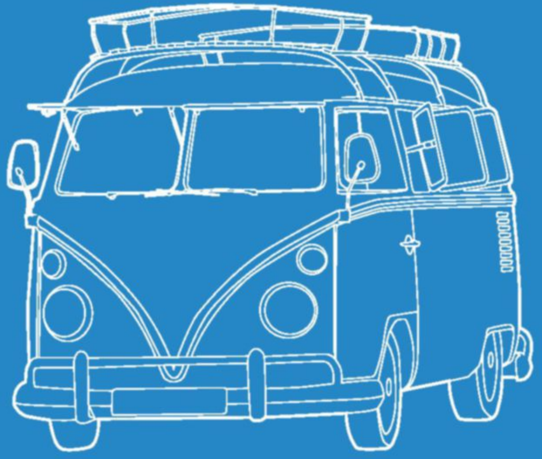

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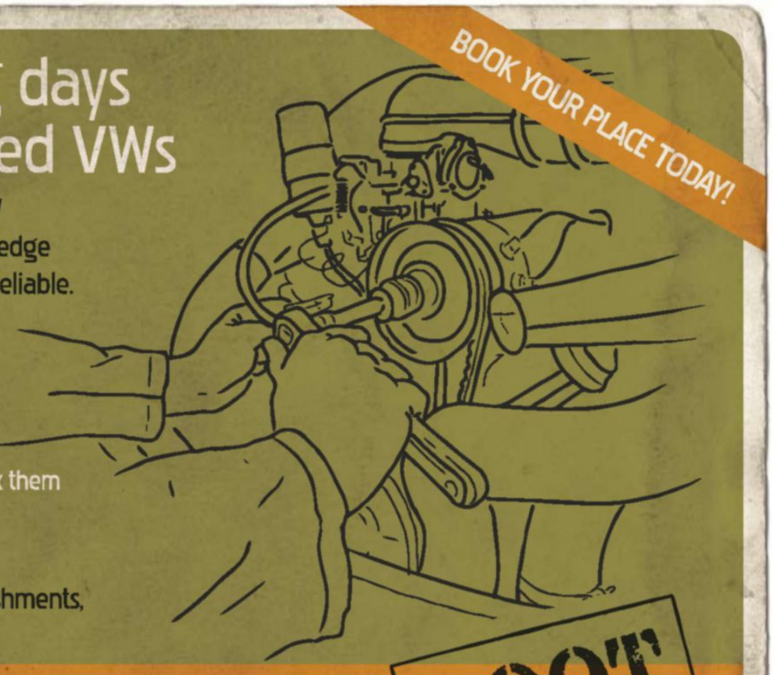

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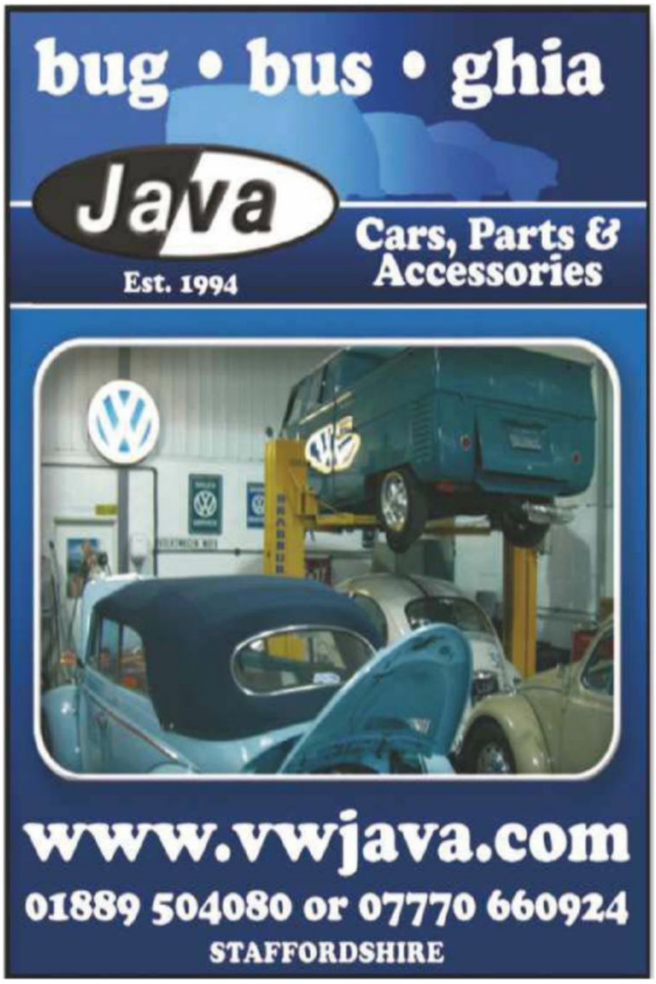
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Totally original 1976 VW Beetle 1200 in exceptional condition, having covered some 50,000 miles since new by only two owners. Purchased new by a Mr King on the 17th June 1976 until May 2001 when he sold it to his neighbour in the same road and only covering some 2000 miles by the new owner since then. Recently underwent an extensive mechanical overhaul at Breeze VW in Poole to include full service, replacing brakes, fuel tank and pipes etc and is in excellent condition mechanically and bodily. The vehicle comes with a framed story board documenting its history showing a stamped service book, together with the registration document, all the MOT's and tax discs. Recently featured in a 3 page article in December's edition of 'Volkswagen Driver' magazine. Please contact us for more information. Mileage: 50,000. Price: £10000
Location: Bournemouth, Dorset
Phone Number: 01202872936
Email: billy.douglas@coastalcarsales.co.uk

1967 1641cc VW Beetle
1967 VW Beetle 11months MOT - no advisories 1641CC Engine Lowered on drop spindles, Electronic ignition, VDO gauges (Rev counter, oil pressure and temp) Day mouldings wings New tyres Very solid and tidy car (£0,000 of receipts) More photos available on request
Price: 4000. Location: Southampton
Email: marcosgreen202@gmail.com

Volkswagen Beetle 1971 Karmann Cabriolet 1.6 2 door
Classic vehicle tax free, Dry stored, Blue, Italian import in 1997 with replacement black mohair roof, 1302 LS flat screen model with 1600 twinport unleaded engine at 5,800 miles. Dashboard has the traditional painted metal finish. Some minor rust blemishes in the paint but otherwise in great condition all over. Long MOT. Mileage: 6,559 Price: £5,495
Location: BLS Cars, Churchstow, Devon TQ7 3QH
Phone Number: 01548 312123
Email Address: Lucie@BLSCars.co.uk

1974 VW Beetle 1303 For Sale
Import. Good Condition. Rebuilt 2003. Tax Exempt. MOT to July 2016. Regularly driven. Well maintained and recently serviced. Cream leather interior, rear disc brakes and air conditioning. Mileage: 60000. Price: £4500
Location: Shaftesbury, Dorset
Phone Number: 07990758447
Email Address: erainbow21@gmail.com

1971 1200 Beetle, 87,000 miles
Passed MOT, no advisories. I have owned this car for 24 years and know history from new. Fabulous and totally genuine car. Located Surrey/ West Sussex border. Mileage: 87,000. Price: £4995. Location: Surrey/ West Sussex border
Phone Number: 07946 530214
Email Address: jude.shepherd@42br.com

Rare 1996 Harlequin Beetle
One of only 141 cars produced at the Puebla, Mexico factory between 1996 & 1998. Imported to UK 2001, one careful lady owner since, FSH (from 2001). MOT May 2016. Very good condition. Mileage: 33,000. Price: £6500
Location: Hampshire, South Coast
Phone Number: 07763 816046
Email: sallyamanda@sky.com

1971 1302S 1600 Super Beetle
Reluctant sale of this car which has been family owned from new. Fully restored in 2008 (receipts and restoration pictures available). Has been valued at £10,000+. Garaged and only run in the dry since restoration. Mileage: Under 90,000 miles on original engine. Price: £7,750 ono. Location: North London
Phone Number: 07944 201 289
Email: hillolazad@yahoo.co.uk

VW Beetle for sale
Classic 1970 Beetle Has had complete structural refurb (floor plan, wheel arches - resealed and treated so water tight and resistent), new battery in last two years and re-wiring, engine cleaned and re-tuned with old parts of the cooling system replaced brand new. New paint job and bumpers. Original leather seats, built in stereo and speakers
Mileage: 26557. Price: £6000. Location: Essex
Phone Number: 07979424656
Email: harrietmccaffrey@live.co.uk

1968 Karmann Ghia 1600cc Twin Port
1968 Karmann Ghia beautifully finished in Cream over Candy Apple Red. 1600cc Twin port engine with EMPI Twin Carbs. EMPI Exhaust, Electronic ignition, Whitewall tyres, Two Tone Upholstery, New Carpets. This car is finished to the highest standard and drives as well as it looks. Well worth viewing. More photos available. Price: £16000. Location: Yorkshire
Phone Number: 07961781626
Email Address: matthew@bd-uk.net

1956 Invader Beach Buggy. Birmingham built invader, 1300 engine needs slight attention, smokes a little from right exhaust on start up may need clutch sorting as well as hard to get into gears some times, these are minor things for people in the know how. A perfect rolling project for next summer. With no Tax or mot ever. Price: £3000. Location: MILTON KEYNES
Phone Number: 07984 890859

VW Karmann Ghia RHD (1973)
Rare European Right hand drive. Owned her for the past 10 Years ... have history dating 20+ years. Car is located in Lincolnshire (viewing can be arranged)Price: 12750. Location: Lincolnshire
Phone Number: 07929325954
Email Address: gbrown@linesdesign.co.uk

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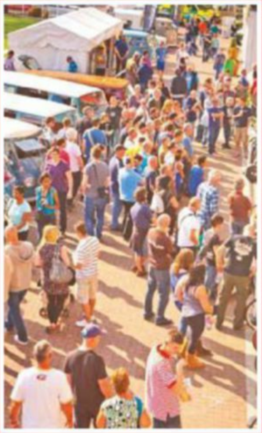

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Location: Leicester
Phone Number: +44(0) 843 886 1372
Email Address: enquiries@allclassics.co.uk

1985 VW T25
Much loved T25 for sale due to relocation abroad. 1985 Caravelle Holdsworth conversion with pop roof. Water cooled. Great condition. two ring cooker & grill. Three way fridge. Leisure battery with split charger.
Mileage: 115,000. Price: £8750. Location: Bristol
Phone Number: 07710085631
Email: lainee.fenlon@googlemail.com

Tangerine Dream 1965 VW Splitscreen camper
Wonderful opportunity to purchase the Tangerine Dream, a 1966 model LHD, USA import UK registered VW split screen camper, just fully restored with a brand new interior. The special paintwork is metallic Burnt Orange and Black with a pearl topcoat, including engine bay. Full 12v lighting including LED spotlights, and LED interior lights. She has a brand new full width rock and roll bed with 4 inch reflex foam, a new Waeco fridge, new Smev glasstop 2 burner hob and matching sink, complete with storage for two gas cylinders. Any work necessary to turn the Tangerine Dream into a fully restored luxury camper has been done.
Mileage: 91000. Price: 28500
Location: Southampton
Phone Number: 07948244602
Email Address: slcoxbaywood@gmail.com

1978 T2 Bay Window RHD Devon Conversion Walkthrough VW Camper Van
1.6 litre petrol engine replaced 2008. MOT Oct 2016. Key features include; Louvre windows, Double "3/4 Rock & Roll" bed, x1 Front cab hammock, x2 Pop-up Roof hammocks, Table, Ceiling light, Gas cooker, Stainless sink fitted with new electric submersible pump, Tow hook, Roof rack, Pioneer CD player with IPOD connection, Thermal window blinds, Space-maker drive-away awning sleeps x4. Also replaced and in good condition; Exhaust, Heat exchangers, Seat covers, Curtains, Floor covering, Front suspension bearings, Track rods, Tyres, Spare wheel cover, Battery, Distributor set, x5 Inertia seatbelts, Brakes.
Price: £ 9,750
Location: Frimley, Surrey
Phone Number: 01276 506736
Email: surrey.garrards@virgin.net

VW 1972 Cali import camper van ready to drive right now
Excellent example of a 1972 Californian imported Westfalia VW camper van, Everything is standard except the reconditioned engine. MOT until Sep 2016 with No Advisories. Tax Exempt. Excellent condition for vintage van. Very reliable and excellent to drive. Original paint. Genuine reason for the sale. Reluctant sale. Viewings and inspections are welcome. Buyer will not be disappointed., Full service history, Next MOT due on 17/09/2016
Mileage: 57504 Price: 11000. Location: Snape
Phone Number: 07498286762
Email: sara.gallagher1@btinternet.com

1971 VW Westfalia Campervan
Original owner. Stored 20 years after engine rebuilt at 145,000 miles. Interior and body VG condition. New pop-up tent material and gasket, new hubcaps all ready to install, radio. Will consider reasonable offers.
Mileage: 148,746 miles.Price: US$19,900 OBO
Location: Stockton, California, USA
Phone Number: 1-209-3615772
Email: williamjdominik@hotmail.com

1972 VW T2
RHD Early Bay. MOT June 2016. Extensively refurbished camper. Includes a Remtec 1600 recon-engine with less than 2k miles. New R&R, kitchen, soft furnishings,LED lighting, exhaust. Excellent condition. Regularly serviced. Viewing essential. Retirement forces sale. Price: £19,750 ovno. Location: Suffolk
Phone Number: 07909 852692
Email: alanking326@hotmail.com

VW camper van panel style
Mileage: 94,000 VW Panel/Camper Van. Beautiful. 1973 What a lovely looking Van. It has had a fortune spent on it with full documented restoration. Engine rebuild. Excellent body and interior and mechanics. Underfloor heating/Bed/Tv with playstation/ mains invertor/flip out back window.
Price: 5900. Location: London
Phone Number: 07481342952
Email: ewan032lawrence@gmail.com

VW Westy early bay window for sale
FOR SALE My beloved 1971 Cali import Early bay WestFalia. Recent MOT, Oct 2015. I am selling due to personnel reasons as I never seem to get the time to use it properly and think its time to find it a new home who will be able to enjoy it! Its 1776cc so pulls better than a 1.6, I had the rear main oil seal, fuel hoses and other gaskets replaced approx 18 months ago by AirCooled Engineering in Birmingham, who told me some pleasant stuff about my engine I never knew!! balanced and lightened flywheel, Engle Cam, forged crankshaft, all in all a valuable engine. Please call or email for any other info! Price: £12500 ovno. Location: Birmingham. Phone Number: 07528305034
Email: rodandelaine@virginmedia.com

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1972 VW T2, 101,000 miles, Westfalia conversion, original right hand drive, rare find - £32,995. Danbury MotorCaravans
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2008 VW T2 12,500 miles, Danbury conversion, four berth, four seats, lots of extras - £29,995. Danbury MotorCaravans
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Web: www.danburymotorcaravans.com

2010 VW T2 25,200 miles, Danbury conversion, privacy glass, alloy wheels and more - £29,995. Danbury MotorCaravans
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2009 VW T2, 54,600 miles, Danbury conversion, rack and pinion steering and more - £29,995. Danbury MotorCaravans
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2006 VW T2 20,000 miles, Danbury conversion, TV/DVD system, alloy wheels and more - £28,995. Danbury MotorCaravans
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2012 VW T2 4,100 miles, Danbury conversion, ex-demo, lots of extras - £37,995 . Danbury MotorCaravans
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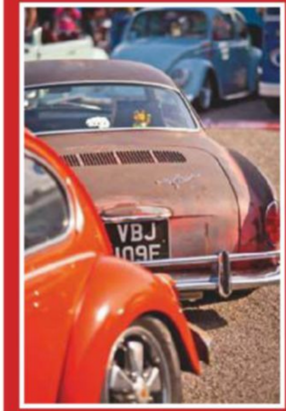

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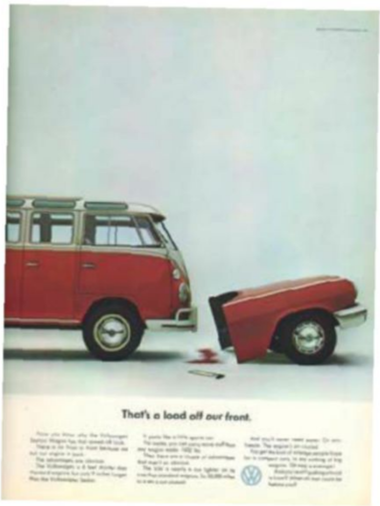
Fowl play

During the height of the Cold War, the USA had another battle going on. It was called the Chicken War and the main target was the Volkswagen Type 2

Words
Richard Gunn

By the early 1960s, foreign vehicle imports into the USA were intensifying, with Volkswagen, naturally, at the vanguard. American car makers found themselves somewhat beleaguered and unsure of how to combat this onslaught of funny-looking foreign motors. Fortunately, the ideal opportunity for some underhand political shenanigans presented itself when France and West Germany took exception to American chickens. In response to this poultry problem, America hit back at Volkswagen.


That's a load off our front.

In the USA, for tax purposes, the Type 2 was an estate car. Blame the chickens…

As strange as it may seem in these days of £1.20 chicken sandwiches from Tesco's (other brands are available), after WWII, the meat was an expensive luxury in Europe. So, when the USA started importing vast amounts very cheaply across the Atlantic at the start of the 1960s, the bottom fell out of the domestic poultry market. West Germany was most upset and accused the States of feeding its chickens with arsenic to make them fatter. Obviously arsenic has a very different effect on fowl to what it has on the average character in an Agatha Christie novel. France, meanwhile, worried that the hormones US birds were being fed on might harm male virility. Exactly the sort of thing that would scare the French.

> "Europe imposed an import tax on American chicken"

So, in 1962, Europe imposed an import tariff on American chicken, with the result that, by August 1962, sales had fallen by 25 per cent. The USA was livid, so much so that a high-ranking senator from Arkansas and member of the Senate Foreign Relations Committee threatened to cut troops in NATO. Normally, when America gets irate, it sends in the soldiers, not takes them away.

After diplomatic efforts failed, the USA decided to get its own back by imposing taxes of its own. In December 1963, president Lyndon B Johnson, less than a month after taking office following the assassination of JFK – placed extra tolls on potato starch, dextrin, brandy and light trucks. The brandy levy was intended to hurt the French, while that on light trucks was aimed firmly at West Germany and its Volkswagen Buses. Where the rate beforehand on light trucks had been 8.5 per cent, it was now 25 per cent, which was enough to increase the price of some Type 2s by $237. Quite a hike back then.

But there was a lot more going on behind the scenes. President Johnson was facing a strike from the United Auto Workers (UAW) trade union, and wanted the organisation to support his civil rights stance. In turn, the UAW wanted the president to do something about how many Volkswagens – and, according to White House tapes, it specifically was Volkswagens – were turning up in America.

The so-called Chicken Tax didn't hit Beetle sales, but it did seriously affect the Type 2. During 1964, imports of Type 2 Pick-ups and Panel Vans declined by almost $6 million, a third of the value of the previous year. Clever old Volkswagen got around the import restrictions on Kombis and Sambas by pitching them as 'station wagons', in other words estate versions of the Beetle. Thus they continued to be popular in the USA, while Panel and Pick-up imports practically evaporated. Just 4,614 were sold in the USA in 1965, compared to 36,090 the previous year, when all Type 2s were classed as light trucks. They continued to decline year-on-year ever after. So, while there may be plenty of classic Campers and Buses in the USA, from the mid-'60s onwards, the Commercial variants became increasingly rare.

Eventually, the whole clucking mess between Europe and the USA was sorted out by politicians and the Chicken War came to an end with the swingeing tariffs on potato starch, dextrin and brandy dropped. The only one left in place – which remains to this day – is the light truck tax, thanks to pressure from American automotive manufacturers. As such, it still penalises Volkswagen Commercial vehicles, as well as all those from countries other than the United States. As James May would probably say, "Oh, cock!"

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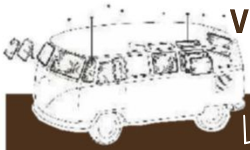
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